

The Hongkong Telegraph.

WEATHER FORECAST
CLOUDY
Barometer 30.04

(ESTABLISHED 1881.)
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November 7, 1913, Temperature a.m. 74, p.m. 81; Humidity...83, 62.

November 7, 1913, Temperature a.m. 73, p.m. 70; Humidity...77, 61.

9,243 晚一十月十年丑癸

SATURDAY, NOVEMBER 8, 1913.

大拜禮 號八月一十英海曆

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TELEGRAMS.

PANAMA TOLLS.

MR. BRYCE OPTIMISTIC.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 7.
The Right Hon. James Bryce, ex-Ambassador to Washington, was the guest of the Pilgrims' Club at a banquet. In the course of a speech he said that he believed that the question of the Panama Canal tolls would be solved satisfactorily to both countries, because he was convinced of President Wilson's high rectitude and elevated sense of honour and international justice.
The American Ambassador to Great Britain (Mr. Page) presided.

A Tribute.
A message was read from President Wilson as follows:—"Few men have done more than Mr. Bryce towards strengthening the ties of friendship and brotherhood between England and the United States, which has been the cause of a common inspiration and a high example to the world."

THE NAVAL HOLIDAY.

Chief Points of Mr Churchill's Speech.

As was reported by Reuter at the time, Mr. Churchill addressed a mass meeting in the Free Trade Hall, Manchester, on the 18th ult., when he renewed his suggestion of a naval holiday.

In the course of his speech, Mr. Churchill said:—"I am aware that some of our trusted Liberal supporters are disquieted in their minds about the expense we are being put to for naval armaments. The expense has markedly advanced of late years, and it is now higher than the highest point it has ever reached. Next year it would be higher still. I have got to face facts. What are the facts about naval expenditure?"

In the first place it must be realised that the estimates next year will arise almost entirely out of decisions taken by Parliament this year, last year, and the year before. The Admiralty are only carrying out the decisions which Parliament has come to. I give full warning that the expenditure of next year will be substantially greater than that of this year.

The figures for naval and military expenditure must not be looked at by themselves. They must be compared with such factors as the national income of the whole country, and the burden of taxation on all classes in the country, and we must always make a certain comparison with the volume of the overseas trade. I am not going to burden you with figures contrasting the expenditure to-day with that of Mr. Gladstone's days in the seventies and eighties. I would point out that Mr. Gladstone was forced to spend one-third of the National Revenue on armaments. In the present year the percentage is very little more. One hundred and ninety-six millions have been budgeted in the present year, and, according to all indications, that amount will certainly be realised. We are spending about £75,000,000 on armaments, or 5 per cent. more than in Mr. Gladstone's day.

The burden of the working classes at the present time is proportionately less than it was 40 or 50 years ago, because of the fact that direct taxation is now the rule. The total amount of indirect taxation has actually been diminished. The extra money is not coming out of the pockets of the working classes. You must not suppose that the Government does not regret this heavy burden, and that they will not do their utmost to reduce it. Everything costs more. Naval armaments have advanced £12,000,000 in ten years, but the na-

TELEGRAMS.

THE C.P.R.

AN AUSTRIAN CONCESSION.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 8.

Reuter's correspondent at Vienna states that the Reporter of the Committee on the Canadian Pacific Company investigation, in outlining in the Reichsrath the shipping policy of the Monarchy, remarked that the Government had granted the Company a concession for the purpose of diverting emigration from North German ports to Trieste. He spoke highly of the Canadian Pacific Company and emphasised that the latter had only shipped 15,000 emigrants against 172,000 by the German "pool," which employed the same tactics as the C.P.R. Company. He regretted that the Government policy rendered the subsistence of a great part of the population impossible.

borne trade of the country in the same period has advanced by more than £150,000,000; and the general income of the whole population is calculated to have increased by £500,000,000; while the revenue which the State raises and which is available for the service of the Government, has advanced by over £40,000,000 during the same period. In addition, the National Debt has been reduced by over £100,000,000. This has been achieved entirely during the period of Liberal administration. Our duty and intention is to do everything in our power to keep within the narrowest limits the serious misdirection of human energies. Whatever is necessary for the safety of our country, and for the maintenance of our influence all over the world will have to be done.

Two Ways.

There are two ways in which naval expenditure can be reduced. The first is by a reduction in the number of ships we build; the second is by a reduction in the quality and power. In my place you would say, "This naval expenditure is very shocking. We regret it; we deplore it; we detest it; we abominate it. But our men must have the proper tools to do their work with." If the expenditure could be reduced it would give an overwhelming relief to the finances of the country, but there is only one way for effecting it, and that is along the lines of international agreement. We have no intention of moving in the matter of a naval holiday unless the German Government consider that we are acting strictly fair towards them.

The question is serious, not only from the point of view of this country; it is even more so from that of other great nations. We seem to have reached a point where the relations of the Great Powers to each other, however intimate, however amicable they may become, having produced no effect on warlike preparations. The proposal I put forward in the name of the Government for a naval holiday is quite simple. Next year, apart from the Canadian ships or their equivalent, apart from anything that may be required by any development in the Mediterranean, we shall lay down four great ships to Germany's two. Now we say to Germany: "If you will put off beginning to build your two ships for twelve months we will put off in absolute good faith the building of our four ships for exactly the same period." That would mean that there would be a complete holiday for one year so far as big ships for Great Britain and Germany were concerned. I recognise that it would not be possible for either Germany or ourselves to do this, even if we agreed, unless other Great Powers agreed to do likewise. If such arrangements

TELEGRAMS.

THE LAND CAMPAIGN.

A POSTPONED MEETING.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 7.

Mr. Lloyd George has postponed his meeting at Glasgow, on the Land question, until 1st December.
The Unionist papers attribute the postponement to the new situation created by the offers of the Duke of Sutherland and others to sell their deer forests to the Government, and also to the delay in the production of the Scottish Land Report, which is believed to treat the rating of deer forests differently.
The Daily News says that the engagement is postponed because it is deemed advisable that Mr. Lloyd George should speak in the East End of London first and Liverpool afterwards.

were reached it could only be by agreement contingent on the result of our negotiations with other Great Powers. But supposing Great Britain and Germany took the lead, do you not think there would be good prospect of success? At the end of the year you would have all those great countries that would agree to such a proposal just as great and just as sound as they would be if they built all the ships at present designed. Scores of millions would be released for the progress of mankind. That is the proposal I make for the year 1914, or, if that is thought to be too near, for 1915. I am quite impervious to the objections that will be raised by the great armament firms in this and other countries. They must be the servants, and not the masters. A cessation of the building of great ships would not produce any violent dislocation of the shipbuilding industry.

We have no need to resort to the Continental device of borrowing money to meet our expenditure. We are paying off past loans at an unprecedented rate. Our system of Free Trade taxation imposes the smallest burden on the necessities of life. Some people will try to involve by suggestion the naval expenditure in a cloud of suspicion and blame for referring to the question. Let them mock. I am convinced that it is necessary for the welfare of civilisation. It is a question that does not only affect governments and diplomats, but concerns parliament and the people, and we must not be discouraged by a want of success.

Capt. Lawes, R.G.A.

Captain T. O. Lawes, Royal Garrison Artillery, who takes up duty at Hongkong, has been a gunnery officer for over 13 years, says the *L. and C. Express*. He was appointed to the Royal Artillery in May, 1900, from the local Victorian Forces, was employed for some time with the Gold Coast Constabulary, was adjutant of a Volunteer artillery corps, and was promoted captain in May last under the new regulations.

Tutor to President's Family.

The Rev. Arthur Sowerby, who has served the Baptist Missionary Society for 32 years in China, has now been invited, says the *Westminster Gazette*, to become tutor to the family of the President. As an indication of the new spirit that has come over China the contract which has been entered into by the President with Mr. Sowerby is quite frankly recognises his status as a missionary. Mr. Sowerby retires from the active service of the Society because of this new appointment, but will be free to undertake preaching and other engagements.

TELEGRAMS.

IMPERIAL WIRELESS.

OPEN TENDERING.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 7.
The Postmaster-General invites tenders for the construction of the second three high-power wireless stations of the Imperial chain from any wireless company, syndicate, or contractors.

LIVERPOOL CUP.

London, Received Nov. 8.
The Liverpool Autumn Cup race resulted as follows:—1, China Cluck; 2, Oselle; 3, Moscato.

PANAMA CANAL.

President Wilson and the Tolls Question.

Washington, Oct. 10.
Almost at the same moment as the President, by releasing an electric spark, has removed the last obstacle between the Atlantic and Pacific Oceans, it is with peculiar pleasure that I am able to announce that there is now every prospect of the victory of Great Britain's patient and logical diplomacy over the Panama tolls question. The President, after conferring with Mr. Moore, Counsellor for the State Department, announces that he is convinced of the correctness of the British contention that free tolls for American shipping are a violation of treaty obligations.

Whether the President's view will be presented to Congress in a Special Message, or will be personally communicated to the Democratic leaders, has not yet been decided, but action will be taken either in this or early in next Session.

Politicians who are in favour of the rebate have not changed their views, but the Administration is confident that it will now be able to secure the repeal of the clause.

October 12.
The President refuses to deny the announcement published exclusively by the *Times* that he accepts the British view regarding the tolls clause of the Panama Canal Act. He contents himself with saying that the *Times* correspondent is not authorized to speak for him. High officials of the Administration say privately that the President desires to repeal the clause, but that they do not know when he will consider it opportune to take the matter up with Congress.

The Press almost unanimously accepts the correctness of my announcement.—*The Times*.

Coming Marriage.

An engagement is announced between the Rev. Eric John Williams Nesbitt, B. A., (Sedgefield, Durham, son of the late John Nesbitt, of Whitwell, Abercromby and Mrs. Nesbitt, Aston, Petersfield, and Dorothy May, younger daughter of the late Alfred Tidswell Duval, of Liss, Hampshire, and formerly of Canton, China, and Mrs. Larker H. Ambush, Barcombe. The wedding will take place in January.

Death of Capt. J.B. Macmillan.
Japan newspapers record the death of Captain J. B. Macmillan, at Shimonoseki on October 27. Capt. Macmillan entered the service of the Nippon Yusen Kaisha about twenty years ago. He opened that company's Australian and European lines, and during the Russo-Japanese war was in command of the *Wakasa Maru*. Eight years ago he left the service of the Nippon Yusen Kaisha and took up the appointment of Lloyd's surveyor in Kobe. Six years later he left this service and became a marine surveyor on his own account in Kobe.

TELEGRAMS.

PARIS TO CAIRO.

M. D'AUCCOURT'S PROGRESS.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 7.
M. D'Aucourt, the French aviator who is attempting a flight from Paris to Cairo, has arrived at Constantinople.

SEA POWER AND INDUSTRIAL RIVALRY.

Why war is Possible and How Peace may be Preserved.

In 1805 England was, by the victory of Trafalgar, relieved for all times from the danger of invasion and conquest by a man ambitious for world dominion. In the 108 years between 1805 and 1913 England has reigned undoubted and, till the last decade, unchallenged mistress of the seas. The removal of Napoleon after his final disaster in 1815 to St. Helena left Europe exhausted by her efforts to throw off the yoke he had placed upon her, every nation only anxious for time, alike for recovery and for internal development. Almost unchecked since then the progress of peaceful industrial development has continued, and that very process contains, and must by the very nature of things contain, the elements that make future world wars—before which the most terrible of the Napoleonic campaigns pale into insignificance—not only probable, but almost inevitable. Two reasons why war must be regarded as almost a certainty are, first, because the earth's surface, however large, is in the struggle of nations for territory comparatively limited; secondly, the different nations that inhabit this globe are engaged in a struggle for industrial survival. All the habitable portions of the earth's surface having long been appropriated, it happens by the accident of war and fortune that some nations are more happily placed, territorially speaking, than others. England, by virtue of her economic advantages in the possession of coal and iron near navigable waterways, has always led the way in industrial development. Dependent upon sea power from the earliest ages for her existence as a nation, the English fleet not only preserved her from invasion and conquest, it also enabled her to acquire most of the vacant land situated in the temperate zones, left her free to develop the internal resources of her island, and secured for her colonists freedom to establish not only their industries but the form of government most suited to their needs. Other nations also progressed, at first slowly, for most of them had suffered severely in the wars of a century ago, also because they lacked the economic resources of Great Britain. The very process, however, that made English manufacturers the wealthiest class of people in the world also gradually changed their customers into rival manufacturers. Progress in the East fast turns consumers into producers, and every year our manufacturers find greater difficulties in securing markets for the commodities which, in common with their continental rivals, they produce in such large volume. This, then, is the position. The great nations of the earth no longer produce things for their personal ends, but for one rival King, but an unlimited number of rival producers, upon whose success depends, not the hoisting of a certain banner over a particular castle, but the food and drink by means of which the nations live. Allied to this condition is the fact that nations differ in fitness as

TELEGRAMS.

A HUGE REQUEST.

£90,000 FOR SALVATION ARMY

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 7.
Lady Mary Jane Fowler has bequeathed £90,000 to the Salvation Army.

do individuals, that one nation may increase in education, character, numbers, and productive capacity out of all proportion to the territorial limits to which it is confined. Truly it is by the very ironies of fate that possession by nations of poor soil and harsh climate breeds that very efficiency which makes them such dangerous rivals for peoples more fortunately placed. Strong, fit, efficient, and hungry nations cannot be expected to stand by for ever and watch rich rivals whom wealth has rendered slothful enjoy the good things they are not strong enough to defend. This economic rivalry, this struggle of nations for work and food, grows daily more intense. It cannot abate, but must grow ever keener until the breaking-point arrives. Nations may love peace, but they must live, and since trade is necessary to living they must have trade, even if they have to fight for it. To put a concrete case, Germany, as a result of her perfection of method, has obtained a very large portion of the manufacturing business formerly in the hands of Great Britain. Supposing Britain was enabled to recover in part her lost trade, and as a result cause serious depression to German manufacturers and employees. Such is a quite possible contingency, and between different nations in small degree almost every day. Would Germany submit to it? Only if England was so strong that Germany would have no possible chance of successfully regaining her lost markets by means of a war. England up to the present has been able to withstand her loss of markets because, firstly, of the very large margin of market she at one time held; secondly, because when her working population grows temporarily too numerous, emigration to her colonies relieves the pressure. Germany has no such opportunities. Her manufacturers have grown up in face of fierce competition, and largely on credit. Emigration spells to her not development of an Empire, but loss of efficient citizens. The word "Germany" is intended only as an illustration. The same things apply to every other rival manufacturing nation. Those people who love peace will be well advised if they cease to regard it as a permanent institution. On the British Navy more than ever before depends the peace of the world, and the only possible way peace can be maintained is by securing always the unassailable efficiency of the British Fleet. Of all nations, Great Britain is the only first-class Power who has nothing to gain by war, and the most precious of all possessions—command of the sea—to lose. Never was the power of the sea so valuable as now, since the hydroplane every week becomes more perfect and reliable. A blockading fleet possessed of these new weapons would no longer be operative only inside the range of her guns, but enabled to send machines that can travel 70 miles an hour to carry the war into the enemies' country. Plainly, then, England's duty is clear. The Fleet upon which we all depend for our freedom and lives must be made so strong that any attack would be doomed to failure. Peace we have had; Peace we have got; Peace we shall keep as long as we are ready to fight for it.—*Marshall J. Pike in The Navy*.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

M. D'Aucourt, flying from Paris to Cairo, has reached Constantinople.

Lady Mary Jane Fowler has bequeathed £90,000 to the Salvation Army.

Ex-Ambassador Bryce believes that the Panama Canal question can be solved satisfactorily to both America and Britain.

Tenders are being invited from any wireless company for the construction of the second three stations of the Imperial chain.

Mr. Lloyd George has postponed his Glasgow meeting; Unionist papers say the postponement is due to the big offers of land to the Government.

The Austrian Government has granted the Canadian Pacific Railway Co. a concession to divert emigration from North German ports to Trieste.

LOCAL.

The second day of the D.O.L.I. sports provided some good contests yesterday.

"Hongkong Twenty-five Years Ago" appears to-day under the heading "1888."

Messrs. Wright and Hornby's weekly share report appears elsewhere in this issue.

A special article dealing with the engineering equipment of the University appears to-day.

CHURCH SERVICES.

St. John's Cathedral, Hongkong 9th November, 25th Sunday after Trinity. Holy Communion (8.15 a.m.) Matins (11 a.m.) Matins (11 a.m.). (Full Choir.) Responses: Ferial; Venite, Savage Psalms: Crotch, Macfarren, Turler, Turner. Te Deum, Oakley in F. Benedictus: Ayton in E. Hymns: 208, 280, 180; Evensong (5.45 p.m.) Responses: Ferial; Psalms: Davy, Pymr, Wallace. Magnificat: Nuno Dimittis Stainer in E. Anthem; "I waited for the Lord" Mendelssohn. Hymns: 183, 19, Sevenfold Amen.

Union Church, Kennedy Road. Morning Services at 11 a.m. Evening Services, 6 p.m. Communion after Evening Service, at 7 p.m. Preacher—Rev. J. Kirk Macdonald.

First Church of Christian Scientists, Macdonell Road—Sundays, 11.15 a.m.; Wednesdays, 5.30 p.m.

To Rifle Club Secretaries. As it is proposed to make an early start with the season's matches, secretaries of rifle clubs intending to enter the Hongkong Rifle League are requested to send their entries forthwith to the hon. sec., Mr. M. S. Northcote.

DON'T FORGET.

TO-DAY.

Harmston's Circus—9.15 p.m. Victoria Theatre, 9.15 p.m. Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Harmston's Circus—9.15 p.m. Victoria Theatre, 9.15 p.m. Bijou Theatre, 9.15 p.m.

Monday November 10. Christian Science Lecture at the Theatre Royal—5.30 p.m. Court Cards at Theatre Royal—9.15 p.m.

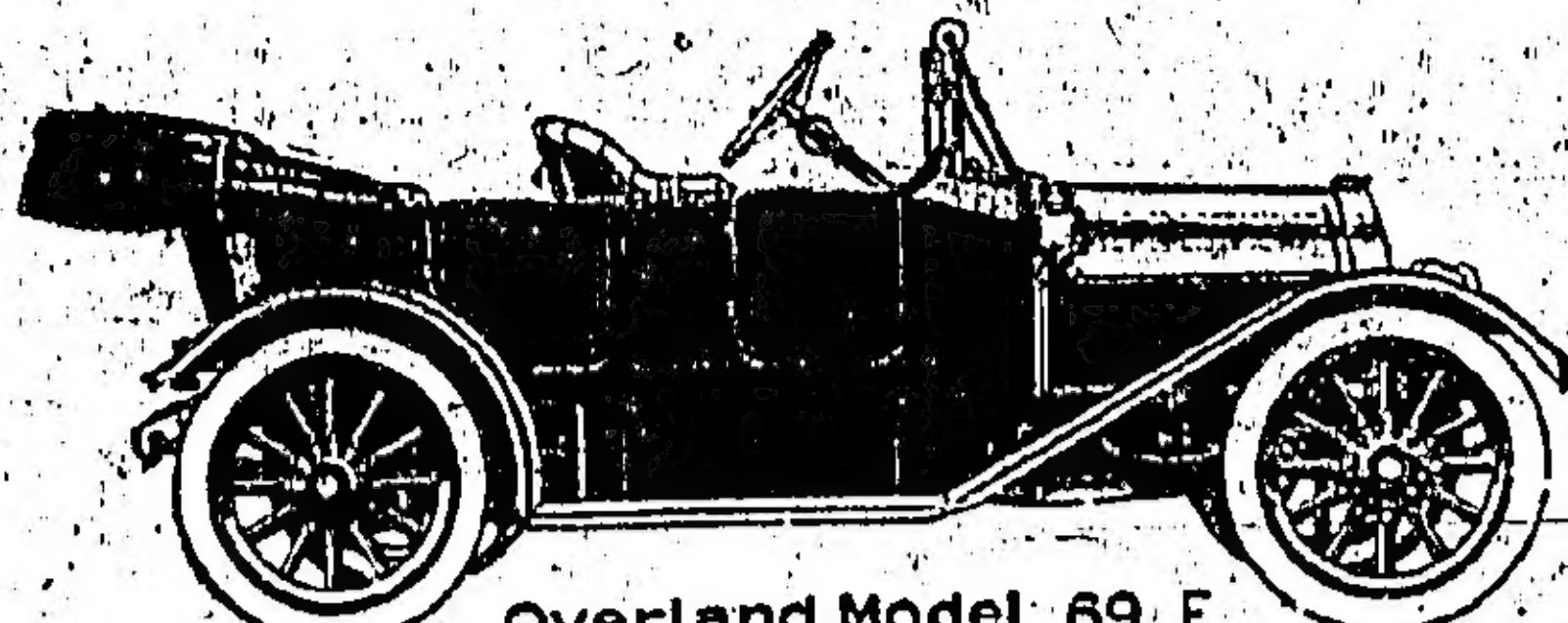
Saturday, November 15. Sixth Gymkhana Meeting, Happy Valley—3 p.m.

Tuesday, November 18. Hongkong, and South China Steam Fisheries Co. Ltd. meeting—noon.

Extraordinary General meeting, Hongkong and South China Steam Fisheries Co. Ltd. 12.15.

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MR. LI HON TAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan., 1912.

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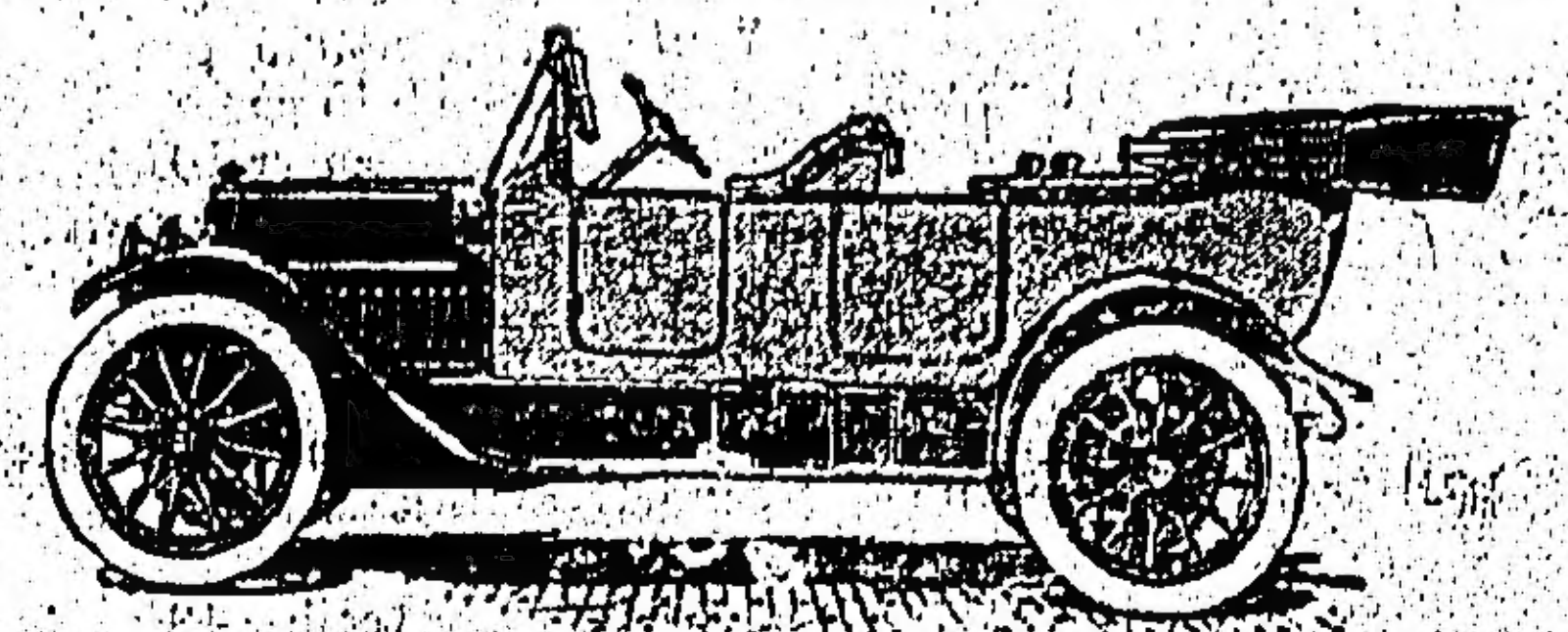
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Hongkong, 16th August, 1901



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Manager. [26]

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Perfect sanitation being so necessary for health, disinfection is imperative. Make a practice of using IZAL every day—just a little, diluted with water—pouring it down drains, sinks and w.c.s., and sprinkling it in dustbins or other harbours of filth. Get IZAL, because it positively kills disease germs, stops infection and instantly removes bad smells.



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OUR CONTEMPORARIES.

South China Morning Post

The Ambition of Mongolia. From the calm heights of experience and with a pitying dispassionateness Europeans in the Far East look down on the eager ambition of the people of the Orient and their struggles for civilization, in the Occidental acceptance of the word, and are inclined to belittle the efforts of Mongolia to reform the customs and conditions of their various countries. But the signs of the awakening of the East are more and more manifest, and while a score of years ago it was axiomatic that the Orient would never consider any rule other than a direct one from a single head, China now has its Republic, the Philippines loudly cry for autonomy and Government by the people and Japan is already far advanced by the acquisition of a full and practised representative administration. It is evident that Asia is borrowing from Europe parliamentary government, but it is also evident that the nations are finding it a very dubious contrivance and unwieldy in the extreme.

Daily Press.

Commercial Code No. ded. The Tientsin experiment, which it was hoped to prove a great improvement on the methods of the Chinese tribunals, failed for at least two reasons: the arbitration Courts found that they were sometimes powerless to enforce their decisions, and the Chinese claimed that the proceeding must be reciprocal, and foreigners did not show themselves willing, in cases where they were defendants, to submit to the judgment of these arbitration Courts. The Trade Report gives no details of the constitution or working of these Courts, but, in the absence of such details, the proposal of arrangement would certainly seem to be one-sided, for in a case of claim and counter-claim the claim against the Chinese would have to be submitted to arbitration, while that against the foreigner would be tried by his own Judge and according to his own law. There may have been conditions to make this arrangement more equitable than would appear on the surface, but it is, at all events, certain that such an arrangement would never satisfy China, least of all in these days when "sovereign rights" are so jealously guarded. But if the Tientsin experiment failed, it has done some good in once more demonstrating the great need there is in China for some definite legal basis for mercantile transactions—for a code of commercial law.

China Mail.

The Balkans' Peril. It is clear from many Reuters' telegrams recently sent that all is by no means well with the Balkan States. There seems to be a perennial source of trouble regarding them, Greece and Albania being at present the most conspicuous among the bellicose bodies snarling over something which they have concluded is theirs by right or by might. Quite recently Turkey was equally conspicuous. One might suppose that by this time all the peoples of the Balkan regions had had more than enough of fighting. All have suffered heavily; all have lost many men, and must presently be in severe financial straits; all must inflict extreme distress upon their populations if they do not permit them to devote themselves to industrial and agricultural pursuits. In spite of all those considerations Turkey is confronting Greece with demands with which the latter kingdom can hardly comply. The Ottoman Government, encouraged by its successes in Thrace, is now inclined to use its recovered strength in other quarters.

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Patent Slip, No. 2 Kowloon	210	25' 6"	10'	1' 6"	1' 6"	1' 6"
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GENERAL NEWS.

Lord Kitchener.

No confirmation is forthcoming of a report in the Italian newspapers of a frustrated plot by Mussolini against the life of Lord Kitchener when he was passing through Venice on the way to Egypt.

Nelson's Flagship.

The launching ways from which Nelson's flagship, Victory, took the water in the Medway on May 7, 1765, have been discovered in the mud on the foreshore off Chatham Dockyard. A memorial tablet has been placed near the spot, recording that the Victory was built and launched there, that she left after refit on April 18, 1803, and that the Victory returned to Chatham November 22, 1905, bearing the body of Lord Nelson.

A Leopard's Attack.

Captain Maurice Asheton Harbord, son of the Hon. Mrs. John Harbord, of Swaffham, Norfolk, and nephew of Lord Suffield, has lost an eye as the result of being attacked some time ago by a leopard on his farm in Africa. He had lost several goats by the attacks of wild animals, and, hearing a noise in the enclosure, he went with a lamp to see the cause. A leopard sprang at him, injuring his face and eye terribly, and tearing off one ear. Mrs. Harbord and a servant went to his assistance, and after the wounds had been bandaged Captain Harbord was removed to hospital at Nairobi, and hopes were entertained of saving the eye. He was seen later by an eye specialist, who said that the eye must be removed or the sight of both would be lost. This was done, and Captain Harbord has now somewhat recovered from his injuries.

Buried Alive for Eight Days.

From a living tomb in the depths of a Pennsylvania coal mine John Tomaschewski was recently rescued apparently very little the worse for 190 hours' confinement. He was dragged through a small hole which the rescuers, after four days and nights of strenuous, heart-breaking labour, dug from the surface. For four days the buried miner was without food. At the end of two days his lamp gave out. "I spent the time," he said, "in complete darkness and quenched my thirst by licking drops of black water which trickled from the boards in my tiny cavern. I couldn't restrain my delight when I heard the rescuers' voices. I recovered strength when I received through a tiny tube the food and stimulants sent down to me." Tomaschewski was greeted by his wife and five daughters when hauled to the surface.

Naval Captain Boomed.

The unusual spectacle of a protest meeting in Devonport Dockyard was witnessed on October 11, arising out of an incident which occurred earlier in the day. The battleship Bellerophon was in dockyard hands for refit, and a separate gangway, or brow, extends from the ship to the side of the dock for the use of the workmen, a second brow bearing a notice "Officers only." A workman named Giles, hurrying to get on board by 7 o'clock, entered the ship by the brow reserved for officers. He was told by the quartermaster and the officer of the watch that he must not use that brow, but he passed on board by it. Commander Harold Briggs directed a sergeant of Marines to arrest Giles and report him to the dockyard police. Thereupon about 200 dockyardmen working on board began to "boo" the commander. Although the word "arrest" was used by the commander, no attempt was made to prevent Giles from proceeding with his work, the sergeant merely keeping him under observation until a dockyard official arrived. At noon the dockyardmen working in the Bellerophon and many others assembled on the dock side near the ship, and a resolution was adopted protesting against the action of the commander of the Bellerophon in ordering illegally the arrest of the workman and demanding an apology and an immediate inquiry into the matter. By direction of Adm. Sir George Egerton, Commander-in-Chief at Devonport, an inquiry has been held to investigate the circumstances of the incident.

THE KING'S TASTES.

Home Life and Exercise.

The King's home life and tastes have been described in the *Liverpool Daily Post* by the writer of "From a Club Window": "In private life he is the simplest and quietest of English gentlemen. He is the most domestic of men, the kindest of fathers, and always happy in the bosom of his family. The King is the best father in England. Next to his children, the King best likes agriculture, but he has practically no time for this. He would have made a capital country gentleman, but he would never have been an M.F.H., for he is not keen on hunting and has not a particularly good seat when riding.

At Lawn Tennis.

"As he advances in middle age, though he has no tendency to corpulence, the King finds an increasing need for exercise, which is why he not only rides every day when in London, but generally manages to obtain a set of lawn tennis. Indeed, in the grounds of Buckingham Palace he has often had as many as half a dozen sets in an afternoon. He is not a good server, but is strong when close to the net, though he moves rather slowly.

"Golf possesses no interest for him, and though he once in a way plays a hundred up at Lillies, he can seldom make a break of twenty. Of course, his supreme sport is shooting, at which he excels.

"His Majesty is a most abstemious man, not fond of champagne, but as a rule drinking a light white wine or whisky well diluted in Perrier. The King loves a good English cheese both at lunch and when he is dining quietly. He likes a choice, somewhat mild omelette, and it is not unusual for him to consume a dozen a day.

"He has very little leisure for reading beyond what he devotes to studying the daily papers, but when he takes up a book it is never a novel, but a volume of geographical exploration, and he is fond of studying the reports of the Geographical Society.

THE PLOT AGAINST YUAN.

Execution of the Chief Assassin.

Peking, No. 2.

Chen Chou-yin, chief of the Peking mounted police, who was arrested at the time of the President's inauguration on a charge of plotting against President Yuan's life, was executed on October 31. The Court Martial has issued a statement on the subject as follows:—

After the discovery of the bomb plot at Tientsin, Chen Chou-yin, chief of the Peking mounted police, declared that many bombthrowers had arrived in Peking with the object of throwing bombs on the day of the inauguration of the President. When the ceremonies were arranged, Chen Chou-yin was ordered to command the police stationed outside the Palace, but he arranged, contrary to orders, to be inside the Taihu, near the President's person.

"His behaviour aroused suspicion and he was summoned to the police station for observation, while officers were despatched to his house where secret communications and documents were discovered, proving that Chen was really a rebel. The police also found eight bombs. When Chen was arrested it was found that he carried a pistol secreted on his person. The Court which investigated the case found that all proofs of Chen's guilt were genuine and later Chen made a full confession."

The statement goes on as follows:—"Whereas the said criminal was secretly united with the rebels and plotted assassination, and therefore, according to martial law, he should suffer death, the Court publishes a statement of Chen's offences in order to show the public the measure of his guilt."—*Reuter*.

DR WU TING-FANG.

Literary Labours in His Retirement.

When anything to do with the United States crops up, the Chinese Press invariably drags in the name Dr. Wu Ting-fang. Time and again during the past two or three years these papers have unblushingly announced that the veteran diplomat was about to pack his bag and set off to Washington, at one moment as Minister, the next in charge of a particularly delicate piece of diplomatic work. The latest rumour is that he is to head a mission to the United States to thank them for their recognition of the Chinese Republic.

As usual Dr. Wu Ting-fang, securely entrenched in his mansion in Gordon Road, knows nothing about it. It is difficult to recall an instance in the last three years when he has been acquainted with the alleged projects for his employment, and in the present case again he pleads entire ignorance of any such appointment, or even a proposal to such an end from Peking. He laughs merrily at the position of third that he took in the Presidential election, and so far as the outsider can judge his present ambitions do not lie in the direction of pre-eminence in political life.

Promise of a Book.

As a matter of fact Dr. Wu confesses to literary labours in his retirement, although for the moment he is rather reticent upon the lines they are taking. The suggestion of memoirs such as those of the late Count Hayashi fails to bring out any really hopeful sign that he purports throwing light on the dark places, and to the curious he says, in effect, "Wait and see."

But what Dr. Wu does mention is that he has often been urged by his friends to write his reminiscences of life in the United States. While he was there he had not the time to devote to any such work, although he did once actually make a start. Even now he does not say that he is engaged upon them, but he certainly leaves them within the probabilities of the case. If a passing remark is any guide, it may not be so very long until a work from his pen sees the light of day.

The Simple Life.

Even in his retirement Dr. Wu Ting-fang does not find too much time for his literary labours. As is well known, he is a devotee of the simple life, and between this and social duties his time is fairly well occupied.

The old dictum about the amount of sleep required by a man does not appeal to Dr. Wu, and he goes in for a solid eight hours. This takes up a third of the day, and then he devotes a full hour to each meal. Of these he has two, so that another small portion of the day is gone. In the morning he starts with physical and mental exercises, in addition to which he is an assiduous reader of the newspapers, while a large correspondence occupies a lot of attention.

By following the simple life Dr. Wu sees no reason why a man should not live to 200 years, and has no patience with the suggestion that towards the end of that time a man would become tired of living. The lives of the simple life know how to enjoy themselves, and thus no weariness ensues.

Dr. Wu confesses that for eight years he has had no breakfast. An unnecessary meal, the bad effect of habit, he says. Smoking is another thing that Dr. Wu eschews, and describes physicians who smoke as not up to date.

His Reminiscences.

If it is his reminiscences that Dr. Wu is at present engaged upon, it is to be hoped that he will not confine them to his experiences in the United States, intensely interesting as these must be. His long connection with political affairs in China would certainly provide food for many reminiscent articles, even if he went no deeper than that, and to confine such a work to one particular phase of his career would be to omit much of the first interest.—*N.O. Daily News*.

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THE ARREST OF CHINESE M.P.'S.

In supplementation of our special cable of Monday last we take the following from the N. O. Daily News:—

Peking, October 31.

Great excitement is caused in political circles to-day by the report that the eight members of Parliament, who were arrested last August on a charge of alleged complicity in the rebellion and have since been confined without trial, are to be despatched as prisoners to-morrow to Shanghai.

The Speakers of both Houses have gone to the Premier this evening to demand an explanation. It will be remembered that the Government promised that these men should be tried in Peking by the Supreme Court. They have since been regarded by politicians as being held as hostages by the Government for the good behaviour of the Southern party, and the present move is interpreted as a device to soften the opposition to the President's wishes with regard to the Constitution.

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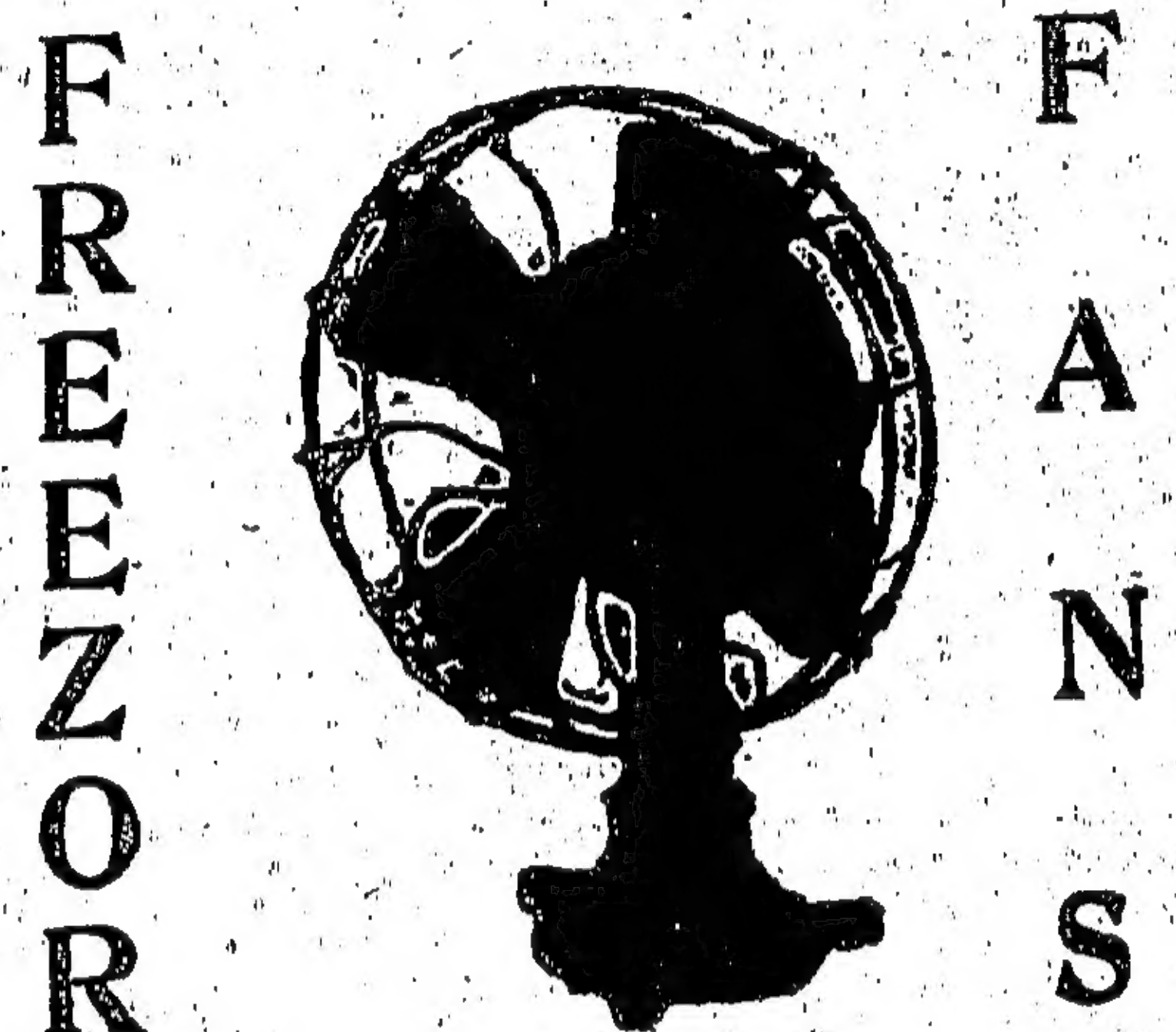
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The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 8, 1913.

HOW SEDITION GROWS.

No careful observer of the signs of the times will dispute the assertion that, within living memory, there has never been a time when the political life of Britain has been agitated with greater restlessness and anarchy than at the present moment. If we turn to the Labour movement we find the workers led by the noise by paid agitators into almost incessant strikes, "sympathetic" and otherwise; we see the Liberal party launching out into most revolutionary legislation; and, perhaps what is worst of all, we observe leading politicians of another party openly advocating resistance—and armed resistance at that—to an intended enactment. On every side there is evidence to be found that the masses, and their leaders as well, are losing their balance; no wonder, therefore, that the working classes are getting quite out of hand.

There are many reasons to account for this disastrous development, and the impartial observer, if he attempted to apportion the responsibility therefor, would have to distribute it among all political parties. If we turn to the matter of social unrest, the conclusion cannot be escaped that the Labourites and Socialists have much for which to answer. That fact is admitted by no less a person than the Leader of the Labour party, Mr. Ramsey MacDonald, who has openly declared that what his party needs to develop is "some of the discipline of the parties of the rich." He has also characterized the sympathetic strike policy as "the worst folly that Labour could undertake." Unfortunately, all Labourites and Socialists have not the same conception of the dangers of present tendencies as Mr. MacDonald has; they are not so level-headed as he, we are afraid. The remarks which we have quoted were made at a meeting in Bolton, and the speech which the Leader of the Labour party then delivered was also noteworthy for the speaker contending that the present restlessness in the labour world has been largely aided by the attitude of the Unionist party in regard to Ulster. That influence, he asserted, had been one of the worst and most unsettling things known to the nation and it was bound to affect the Labour movement. Furthermore, he stated that the superficial frothy unsettlement in the Labour ranks—that anarchism which is abroad from one end of the country to the other—can be directly traced to the speech made by men like Mr. Bonar Law, in the name of the great party of law and order.

While all the present unrest cannot be accounted for in the way which Mr. MacDonald would do—we should have to probe deeper to find every cause—it is not surprising that the Labourites should apply logical methods ruthlessly to the attitude of the Unionists regarding Ulster. It follows that if people, for one cause, are permitted to preach treason and sedition in Ulster, others, for another cause, will do likewise in other parts of the country. In other words, if the Carson campaign can be justified, so could the Labourites if they sought to right their grievances by a policy of disruptive, anti-social methods. The point is unanswerable. And the workers realise it.

The M. C. C. Tour.

Hongkong cricketers, who are once again getting into stride for the serious work of the season, will, with players of the game the world over, watch with interest the South African tour of the M.C.C. team. By this time the side chosen to represent the Old Country must have reached its destination. It is an interesting fact that up to date no side has yet accomplished the task of winning the rubber against South Africa on its own ground, and for that reason all the greater interest is being centred in the coming contest. On this occasion the Englishmen should have a good chance of breaking all previous records, however, inasmuch as it is a somewhat peculiar circumstance that while South African cricket is at the moment regarded as being weaker than it has been since the country was recognised as up to international form, the visiting team is easily the strongest which the Old Country has sent to Africa.

Interesting Selections.

Out of the whole team, all with the exception of two men, have represented England in the past. Two exceptions are the Hon. L. H. Tennyson and Mr. D. O. Robinson. The latter goes as reserve wicket-keeper, and during the past season his form has quite warranted his inclusion in the team. Most interest, however, attaches to the selection of Mr. Tennyson, who made an astonishing debut this summer and whose brilliant performances with the bat are still fresh in the minds of those who follow the game. It will, in fact, be no reflection on the "old hands" in the team to say that his doings in Africa will probably be watched with greater interest than those of any other man who will do battle for England.

INSTITUTION OF ELECTRICAL ENGINEERS

Proposed Local Section for Hongkong.

A meeting of local electrical engineers is to take place at the University on December 1, at 5 p.m., in order to discuss the proposal to form a local section of the Institution of Electrical Engineers.

It is considered probable that there are engineers in the district who are qualified to join the Institution of Electrical Engineers, and enquiries on the subject should be addressed to Professor Middleton Smith, the University, Hongkong. It is hoped that all local electrical engineers will attend the meeting to be held on December 1. The opportunity will be given to visitors to see the University Laboratories.

YARN MARKET.

Messrs Polishwalla and Kotwall, in their report dated November 5, say:—Our last report was dated the 24th October per s.s. Delta. Since then business transacted during the interval has been very small, estimated at 2,500 bales, mostly of 10's special chops, at last prices. Dealers are still holding fairly good bargains, and are selling amongst themselves. Importers are looking out and are not prepared to lower prices, due to the continued firmness of the Bombay market, and also to the drop in exchange. Deliveries have fallen off a little. The tone of the market at the close quite.

Total sales, 2,500 bales; unsold stocks, 27,100 bales; sold but undelivered in the Godown and to arrive, 55,000 bales.

Arrivals.—Extra steamers Nippon and Bombay Maru from Bombay, and steamer Katsang from Calcutta, have brought in 10,800 bales for Hongkong and 3,000 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports 1,000 bales.

Local Mill.—No sales. Japanese Yarn.—Sales as follows:—250 bales, Setan No. 10, at \$130.

Shanghai.—Small transactions took place.

Raw Cotton.—Bengal no sales and no stock available. A parcel of 250 loose bales Chinese cotton fetched \$35 per picul. Quotation:—Bengal s.s. \$27.00, to \$32.00; Chinese at \$32.00 to \$36.00 per picul.

DAY BY DAY.

"IN OBEDIENCE AND IN GRATEFULNESS IS ALONE TO BE FOUND DEEP, CALM REPOSE."

The Mails.

Siberian, American and Canadian Mails.—Left per s.s. Mongolia at 1 p.m. to-day.

American and Canadian Mail.—Left per s.s. Mongolia at 1 p.m. to-day.

English Mail.—Left per s.s. India at 1 p.m. to-day.

Siberian Mail.—Left per s.s. Deventra at noon to-day.

Siberian Mails.—Closes per s.s. Yngchow at 5 p.m. to-day.

Australian Mail.—Closes per s.s. Alceham at 9 a.m. on Monday.

Christian Union.

There will be no meeting of the Hongkong Christian Union on Monday evening next.

Returned.

Mr. Blake, the popular manager of the Victoria Theatre, has returned to the Colony from home.

Missing Fok.

A Chinese has reported to the police that his foki has absconded with \$110 worth of jewellery.

M.C.C. Bazaar.

The proceeds of the Ministering Children's League Bazaar amounted to \$3,030. The sum for distribution is \$2,235.

Posted to Hongkong.

Second Lieutenant H. L. Harvey, Duke of Cornwall's Light Infantry, has been posted on absorption to the 2nd Battalion at Hongkong.

Wood Thief.

At the Police Court, this morning, Mr. Hazeland sentenced a man to one month's imprisonment and four hours' stocks, for stealing a quantity of wood at Yau-mat.

Christmas Competition.

An inset which accompanies to-day's issue of the Telegraph contains particulars of the Christmas competition being promoted by the Nestle and Anglo-Swiss Condensed Milk Company.

K. O. Y. L. P. Colours.

Last month the old colours of the 2nd Batt. of the King's Own (Yorkshire L.I.) were deposited in the north transept of York Minster, over memorials containing the names of officers and men of the battalion who have lost their lives in the service of the country.

Lease of Sea-Red.

A lease of Crown sea-bed on Pingchow Island will be put up for auction at the District Land Office, Hongkong, on the 11th inst. The upset annual rental is \$1,300. The lease confers on the lessee the sole rights of dredging for shell and coral within the leased area.

Harmston's Circus.

Attention is drawn to the fact that the first change of programme in connection with the Harmston Circus season takes place to-night. New artists will appear, and the management promise an even better show than they have already put on, which is saying a great deal.

Back from Home.

Among the passengers outward bound by the Atsuta Maru, which left London on October 11 are:—Commander and Mrs. Beckwith and child, Mr. A. R. Sutherland, Mr. and Mrs. G. K. Haxton, Miss Haxton, Mrs. O. H. Lammert, Mr. R. E. O. Bird, Mr. O. Hamilton, Mr. and Mrs. R. A. Harding, Mrs. and Miss Owen Hughes, Mr. J. W. Lee Jones, and Mr. E. A. Ram.

Wedding.

The wedding was quietly solemnised at St. John's Cathedral this morning, of Mr. G. F. Haslam, of Amoy, to Miss Preen, who arrived from England a few days ago. Subsequently a reception was held at the Hongkong Hotel, after which the happy couple depart for Manila, by the s.s. Loongsang, where the honeymoon will be spent.

Victoria Theatre.

Notwithstanding the number of attractions in the Colony, the Victoria Theatre continues to be well frequented. Messrs Ramo and Co. have secured some of the best and latest of cinema productions, which are meeting with great success. In the near future two exceptionally fine films are promised. "Quo Vadis," in eight parts, and another which will be advertised in due course. The programme for to-night and to-morrow is well worth seeing.

1888.

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the Week Ending November 8, 1888.

"Between Journalists."

There was much journalistic candour twenty-five years ago, as the following extract from the issue of November 2 will show:—"Yes, I read your editorial this morning—I even read it twice!" "Oh, you confuse me—it is very kind of you—" "Not at all—I read it twice in order to make out what you meant."

Town Band.

November 3.—Commenting on the suggestion of a Town Band for Hongkong, the Telegraph says it regrets its inability to find the slightest justification for such an institution. "The Regimental Band is, in our opinion, amply sufficient for all requirements. If the Legislative Council wish to promote the cultivation and spread of the musical art in the Colony, it would be better to commence at the proper point by instituting a Musical Academy or Conservatoire at the City Hall. This would perhaps be a move in the right direction; the rising generation of Hongkong, the innumerable boys and girls whom we see romping about the streets, would largely benefit by an early and artistic training in this the most delightful of arts. A Town Band, on the other hand, would be of no earthly use to the public, and it would prove a source of considerable expenditure. And our worthy Legislators actually recommend in dead earnest the acquisition of natives of Manila as bandmen. They had much better come to terms with some of Signor Chiarini's famous players—or, better still, leave off discussing non-sensational fads."

The Sanitary Board.

November 5.—Our Sanitary Board have done very little good so far, but there is a grand field before them. We hope to see them actually at work very soon. Improved sanitation in England has led to a diminution of the death-rate. Since 1881 the rate has fallen from 20.5 to 18.8 per thousand.

U.S. Presidential Election.

November 8.—"New York, November 7. General Harrison, the Republican candidate, has been elected President of the United States."

Adulterated Milk.

November 8.—"A Sikh guard employed in the gaol set a good example to the European residents of the Colony this morning. He summoned a native milkman for supplying him with adulterated milk when he paid \$2 a month for the pure article, and as 'Chalks' did not appear, his bail was exonerated. We sympathise with the Indian. We have been reluctantly compelled to abandon a milk diet. We ineffectually protested against the monotonous regularity with which we found small but elderly fish, cockroaches, little boulders, etc., in our maternal supply, but a four pound bullfrog decided us, and we passed. Now, Mr. Pollock—avenge us!"

UNCLAIMED TELEGRAMS

Great Northern Telegraph Co. Limited.

Afanassieff Restaurant, Mologa.

Blanch, Kolz.

Hinhontai, Kots.

Longzehai cere of Kwong-wing-sang, Kobe.

Tzizumaru care of Mitsui, Dairen.

Watkins 38 Queen Road, Shanghai.

Whongchong, Shanghai.

1684 1129 0735 Kwongtaiwo, Swatow.

3203 2121 0589 3819 6511.

5224 2651 5224 7002, Shanghai.

0723 0815, 6282 1417 0387, Amoy.

1122 0815 6282 1417, 4401 6111 3526 Amoy.

Posted to Plymouth.

Lieut. G. W. W. Tredder, R.G.A., from Armament Officer, Hongkong, has been posted to H.M. 107 (Siege) Company, R.G.A., Plymouth.

HONGKONG UNIVERSITY.

Some Interesting Points about the Engineering Equipment.

[SPECIAL ARTICLE.]

There can be no doubt that one of the most important functions which the University of Hongkong will fulfil will be the training of young men of progressive ideas in modern engineering. This is an aspect of the University's activities which must be featured, and from all appearances there is a ready appreciation of the fact by those who are guiding the destinies of this centre of learning. A walk round the University the other day showed that great progress is being made in the erection of the magnificent equipment which has been provided by the generosity of Home and local firms; and it is safe to say that, when everything is installed, the Hongkong University will be able to boast of one of the finest and most complete collections of machinery to be found in any part of the world. The extent of the gifts may be imagined when it is stated that already much of the equipment has been put into place, but that so fast is the stuff coming in that numerous cases—big ones at that—have yet to be opened and their contents laid out in the proper quarters. It will be of interest to note some of the apparatus which has been secured and which will play an important part in the practical work of the University in the future.

The Power House.

One of the most workmanlike quarters of the University is the electrical power house, where will be generated the current for supplying light and power to the University building and also that needed for experimental work. There is already installed here a very fine selection of the most modern engines, no two of which are alike. Later there will be erected a switchboard control, valued at £600, which a Home firm has presented to the University. A room adjoining this, which was previously used for lecturing purposes, has been converted into an electrical machinery laboratory, where will be accommodated machinery for testing motors and dynamos. There will be a big switchboard, valued at £800, installed here, and altogether the machinery housed in this quarter will be worth well over £2,000. It may be stated, in passing, that all the ground floor will be devoted to engineering experimental work, the lecture rooms being above and the basements used as workshops.

Do the Work Themselves.

The room set aside for the elementary testing of materials will contain a magnificent array of machinery. A four ton tensile testing machine is already in place and various apparatus will be added for demonstrating the laws of mechanics. A point to be borne in mind is that in all these departments the students will do the work themselves; they will not merely look on. They have to make the experiments and records, and on the way in which they do the actual work credit will be given them for their degree. That is an essential feature of the policy of the University. In engineering work a man has, of course, to pass his examinations, but that is not everything; the experimental work is of vital importance. In the room devoted to the advanced strengthening of materials there will be erected a huge 30 ton tensile testing machine, electrically driven. This will be one of the very finest pieces of machinery to be seen out East. Here also the testing of reinforced concrete and other materials will be carried out. In the laboratory for fuel testing valuable work will also be done; and here, too, the arrangements, and the apparatus, are all that could be desired.

To Business People.

A point of interest to business people is that the University will, in a few months' time, be ready to do a deal of commercial testing work. For instance, if a ship comes into harbour and buys coal which subsequently appears of doubtful quality, the buyer may send samples to the testing room for examination and report. It will readily be seen that the University has no commercial axe to grind.

and the results of these tests should be recognised in a Court of law in case of dispute. In this respect, the University should be of much use to the commercial community. Of course, nominal fees would be charged for the testing, but they would only be nominal. Some other aspects of the University's practical work and equipment may be left over for a subsequent article.

1888.

SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for November 8, 1888.

Hongkong and Shanghai Bank.—154½ percent. premium, buyers.

Union Insurance Society of Canton.—\$85 per share, sellers.

China Traders Insurance Company.—\$68 per share, sellers.

North China Insurance.—Tls. 285 per share, buyers.

Canton Insurance Company, Ltd.—\$97 per share, buyers.

Hongkong Fire Insurance Company.—\$325 per share, sellers.

China Fire Insurance Company.—\$73 per share, sellers.

Hongkong and Whampoa Dock Company.—36 per cent. premium, buyers.

Hongkong, Canton and Macao Steamboat Company.—\$218 per share, sellers.

China and Manila Steamship Company.—\$140 per share, buyers.

Hongkong Gas Company.—\$135 per share, sellers.

Hongkong Hotel Company.—\$165 per share, sellers.

Indo-China S.N. Company.—17 per cent. dis., sellers.

Douglas Steamship Company.—\$64 per share, sellers.

China Sugar Refining Company, Ltd.—\$186 per share, buyers.

Luzon Sugar Refining Company, Ltd.—\$91 per share, sellers.

Hongkong Ice Company.—\$93 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$83 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company.—50 per cent. premium, buyers.

GOVERNMENT APPOINTMENTS.

The following appointments are notified in the Government Gazette:—His Excellency the Officer Administering the Government has been pleased to make the following appointments, with effect from the 2nd instant:—Mr. Roger Edward Lindell to act as 1st Assistant to Secretary for Chinese Affairs and as Deputy Registrar of Marriages; Mr. Norman Lockhart Smith to act as 2nd Assistant to Secretary for Chinese Affairs.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. Alec Fleming Churchill to act as Director of Public Works during the absence on leave of the Honorable Mr. William Chatham, O.M.G., with effect from this date.

—5 November, 1913.

COAL REPORT.

Messrs Hughes and Hough report as follows under date of November 7:—

Expected:—Japan, 41,000 tons; Formosa, 5,300 tons.

Arrivals:—Fukura Maru, 3,400 tons Moji, sold; Waha, 2,800 tons Chinwangtao, sold; Yatsing, 980 tons Moji, sold; Otara Maru, 3,100 tons Dairen, sold; Fukui Maru, 4,900 tons Moji, sold; Tamon Maru, No. 6, 4,200 tons Chinwangtao, sold; Ataka Maru, 4,800 tons Chinwangtao, sold; Atagozen Maru, 6,000 tons Moji, sold; Tsunanfa, 2,500 tons Moji, sold; Canton Maru, 2,800 tons Moji, sold; Kyodo Maru, No. 12, 2,300 tons Dairen, for Canton; Taisho Maru, 2,500 tons Dairen, for Canton; Hinggang, 4,100 tons Karatsu, sold; Sungkiang, 1,700 tons Hongay, sold; Arratoon Apoor, 2,800 tons Moji, sold; Thengwa, 3,000 tons Moji, sold.

Sales:—Prices advancing. Stocks low.

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Monteagle, Empress of India, Empress of Asia	Empress of Britain, Allan Line, Empress of Britain
8th Nov.	9th Dec.
20th Nov.	18th Dec.
4th Dec.	25th Dec.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"EMPERESS OF INDIA," Intermediate service, via Canadian Atlantic Port £45, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, will be despatched for YOKOHAMA, KOBÉ and MOJI on 14th November.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched to SHANGHAI, KOBÉ and MOJI on 20th November.

WESTWARD.

S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 9th November.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched as above on 13th Nov.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Hongkong, Nov. 8th, 1913. Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON and MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO. LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

Saturday, 8th November.

10.00 p.m. "Honam" 5.00 p.m. "Kinshan."

Sunday, 9th November.

10.00 p.m. "Fatshan" 4.00 p.m. "Honam."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "Sui Tai," Tons 1651 S.S. "Sui An," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 9th November.

The Company's Steamship "Sui An."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. "Hoi-Sang" 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Sainam" 588 Tons, and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton" and "Sanui."

These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

(HOTEL MANSIONS FIRST FLOOR).

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

Destination.	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Kashima Maru Capt. M. Yagi T. 20,000	WEDNES., 19th Nov. at d-light.
VICTORIA, B.C. and SEATTLE	Tamba Maru Capt. J. Teranaka T. 12,500	TUESDAY, 18th Nov. at noon.
Shanghai, via Moji, Kobe, Yokohama, and Yokohama	Aki Maru Capt. B. Kon T. 12,500	TUES., 2nd Dec., at noon.
SYDNEY & MELBOURNE, via Manila, Thurs. day Island, Townsville and Brisbane	Nikko Maru Capt. Takeda T. 9,600	WED'DAY, 19th Nov. at noon.
COALUTTA, via S'pore, Penang and Rangoon	Kumano Maru Capt. Winkler T. 9,300	WED'DAY, 17th Dec. at noon.
BOMBAY via Singapore and Colombo	Kirin Maru Capt. Deguchi T. 6,000	SATURDAY, 15th Nov.
KOBÉ & Yokohama	Inaba Maru Capt. Tominaga T. 12,600	FRIDAY, 14th Nov.
NAGASAKI, Kobe, & Yokohama	Kumano Maru Capt. M. Winkler T. 9,300	WEDNESDAY, 19th Nov. at 4 a.m.
SHANGHAI, Moji, and Kobe	Kamakura Maru Capt. T. Hori T. 12,500	SATURDAY, 15th Nov.
SHANGHAI, Kobe, & Yokohama	Ceylon Maru Capt. T. Naguchi T. 12,000	THURSDAY, 13th Nov.

† Cargo only.

† Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914.			
FOR EUROPE.			
Miyasaki Maru	16000 tons	sails	Wednesday 28th January.
Kitano	16000	"	11th February
Iyo	12500	"	25th "
Hirano	16000	"	11th March
Katori	20000	"	25th "
Kamo	16000	"	8th April
Kashima	20000	"	22nd "
FOR AMERICA.			
Shidzuoka Maru	12500 tons	sails	Tuesday 27th January.
Tamba	12500	"	10th February
Aki	12500	"	24th "
Sado	12500	"	10th March
Yokohama	12500	"	24th "
Awa	12500	"	7th April
Shidzuoka	12500	"	21st "

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For SHANGHAI & TSINGTAU Yingchow To Sail.

MANILA, CEBU & PILO Taming 8th Nov. at night

HAIPHONG Kailong 11th Nov. at 4 p.m.

SHANGHAI Anhui 12th Nov. at 10 a.m.

WEIHAIWEI & TIEN TSIN Hulchow 13th Nov. at 4 p.m.

SHANGHAI & TSINGTAU Liangchow 14th Nov. at noon

15th Nov. at night

DIRECT SAILING TO WEST RIVER, twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chennan," and the S.S. "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents
Telephone No. 36
Hongkong 8th Nov., 1913.

RUSSIAN VOLUNTEER FLEET.

Outward Bound.

The s.s. TAMBOV, 4441 R.T. Capt. Bakanoff, is expected to arrive here on the 9th November.

Homeward Bound.

The S.S. MOGILEFF, 6200 T.R. Capt. Kekouatoff, is expected to arrive here about the 17th day of November.

For Freight, Passage and further particulars apply to

Capt. D. A. LUKHAMANOFF
Agent
Hotel Morrison, 3rd Floor, Tel. No. 1334
Hongkong 8th Nov., 1913.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO

Steamship.	T.	Captains.	For	Sailing date.
Zafiro	4000 T.	S. McMurray	Manila Mangarin, Cebu and Iloilo.	SATURDAY, 22nd Nov. 4 p.m.

Electric light Fans in every cabin; competent stewaresses carried.

For Freight or Passage apply to
SHEWAN TOMES & CO.
GENERAL MANAGERS
Hongkong, 20 Oct. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Titaroom	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tikini	JAPAN	1st half Nov.	SHAI	1st half Nov.
Tipanas	SHAI	1st half Nov.	JAVA	1st half Nov.
Tilatap	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Timahl	JAPAN	2nd half Nov.	JAVA	2nd half Nov.
Tilwong	JAVA	2nd half Nov.	SHAI	2nd half Nov.
Tibodas	JAVA	1st half Dec.	SHAI	2nd half Dec.
Timanook	JAVA	2nd half Dec.	JAPAN	2nd half Dec.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Building.
Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE.

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. Tenyo Maru	22,000	E. Bent	Nov. 11
S.S. Hongkong Maru	11,000	S. Togo	Nov. 28
S.S. Shinyo Maru	22,000	H. S. Smith	Dec. 4
S.S. Chiyō Maru	22,000	W. W. Greene	Dec. 22

These steamers are equipped with Turbine Engines and Triple Sorews.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

The S.S. Nippon Maru will be despatched for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu on Wednesday 5th November, at noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Anyo Maru	18,500	Wednesday Dec. 3, Noon
Kiyo Maru	17,200	Thurs. Feb. 5, 1914 at noon.

For Further Particulars as to Passage Freight, apply to

S. MORIMOTO, Agent.
KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

Mongolia	Manchuria	Korea	Siberia
17,000 tons, twin screws, 27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.
Also NILE, 11,000 tons, CHINA, 10,000 tons, and PERSIA, 9,000 tons.			

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (Via Pacific of the Pacific). Through Service via New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

First Class	London	Single	6 Months Return	420
Intermediate	London	Single	6 Months Return	110
Third Class	London	Single	6 Months Return	40

N.B.—A full range of round trip tickets, as above, available for "Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by rail between ports of Kobe and Yokohama.

Steamer: Mongolia 27,000 Tons, Sailing Nov. 8 at 1 p.m.

Passengers holding through tickets have the privilege of travelling by rail between Kobe and Yokohama, time of change.

Hongkong-Manila Service.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
Nov. 25 PERSIA	Nov. 27	Nov. 15 PERSIA	Nov. 17

King's Building (Opp. Blake Pier). R. C. MORTON, Agent.
Telephone No. 141

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Hiyang	A. E. Hodgins	TUESDAY, 11th Nov., at 11 a.m.
Haitan	J. S. Roach	FRIDAY, 14th Nov. at 11 a.m.

FOR SWATOW.

Steamships.	Captain	Leaving
Haimun	J. W. Evans	WEDNES., 12th Nov., at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Laprak & Co.
General Managers.

LOG BOOK.

The Loss of the "Volturno."

The Secretary of the Imperial Merchant Service Guild writes as follows:

Arising out of the Titanic disaster, the report of the Merchant Shipping Advisory Committee respecting the Statutory Regulations as to boats and life-saving appliances and other means of ensuring safety of life at sea, was issued on the 24th July of last year. This inquiry was taken in hand by the Merchant Shipping Advisory Committee at the special request of the Board of Trade and in dealing with the special points in relation thereto the Committee appointed five Sub-Committees with additional advice from outside sources—which were known as follows:—1, Type of Open Life Boats Sub-Committee; 2, Wireless Telegraphy Sub-Committee; 3, Steamship Routes Sub-Committee; 4, Home Trade Passenger Ships Sub-Committee; 5, Statistical Information Sub-Committee. The reports of these five Sub-Committees were attached to, and formed part of, the General Report. This terrible Volturno affair has awakened my memory. I have referred to the report of the Merchant Shipping Advisory Committee with a view to looking up the Reservation to the report of the representative of the Guild on the Committee—Captain G. N. Hampson. From this Reservation I now quote the following extract:—"It has been urged as against carrying sufficient boat capacity for the whole of those on board a ship, both crew and passengers, that it would be impossible to provide this in the case of vessels carrying a great number of passengers. But I do not think that the difficulties are so great as could not be surmounted. In connection with this point it is an essential feature that the danger of fire has only been casually mentioned and not considered. It is not referred to in any way in the report. There is not a shadow of doubt that the present regulations and appliances for extinguishing fires on merchant ships are miserably inadequate and inefficient. In large passenger-carrying ships having bunkers fitted to carry thousands of tons of coal, it is clear that if a fire broke out in such bunkers, they might become a fiery furnace within a very short space of time and a holocaust would be the result. It is in a case of fire that boasting capacity for every soul on board would be necessary, and this is a matter which requires urgent consideration." What more grim substantiation of this than the loss of the Volturno and the sacrifice of life it entailed? I do not for one moment suggest any unfriendliness, inefficiency, or unseaworthiness in connection with the Volturno. The reputation of the owners would, in itself, forbid this. Everything will, I presume, be fully and officially investigated, when no doubt those responsible for the safety of the steamer and the lives which she carried will be completely vindicated. Yet here we have another object lesson of a grave danger, apart, shall we say, from icebergs, against which the utmost precautions are necessary on any ship, whether she be a "liner" or an ordinary cargo "tramp," where the lives on board are just as precious. I have reason to believe that the Board of Trade have, for some time, had this matter under their most careful consideration; and, moreover, have called in the aid of the Merchant Shipping Advisory Committee with all its expert and first-hand knowledge, with the express object of ensuring proper precautions against the awful peril of fire at sea. Of course, one knows of certain shipping companies who usually go far beyond official requirements where the safety of their ships is concerned. But there is no doubt about the necessity for a thorough revision of the official requirements as they now stand as regards coping with fires on ship-board, and amidst all the tragedy of this case of the Volturno it will perhaps quicken public interest in a very vital matter.

Oysters, Fresh, Fried or Stewed
Fidon Haddock, Kippers, etc.
ALEXANDRA CAFE

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY, NOVEMBER 8, 1913, 1.30 P.M.

SHORT STORY. DETECTIVE BURNS' GREAT CASES: THE MYSTERY OF THE DOUBLE EAGLES. BY ARTHUR P. RHEVE.

"Thirty thousand dollar shortage discovered at the mint. Require ablest and best talent in the government service."

Never had the Secretary of the Treasury received a more alarming message than was flashed to him some ten years ago from the Director of the Mint himself.

Consider for a moment what this simple telegram meant, coming from the Director at a time when he happened to be visiting one of the leading branch mints of the country.

From the massive granite and sandstone exterior of the great United States treasure house to the minutest electrical device, the mint bespoke national security and national strength. It was supposed to represent the utmost progress in protective systems and mechanisms of the time—safety raised to the nth power.

The very external aspect of the mint seemed to say to the world that such a thing as theft was impossible. Huge doors proclaimed by their very ponderosity that it was their sole duty to guard the nation's treasure. Guards were stationed at every remotely vulnerable point. Apparently, nothing that human ingenuity could devise was lacking.

From the moment the bullion entered on the various processes until it returned again to the outside world as gold coin, all sorts of delicate tests, checks, and balances had been devised to protect the government. No bank is so exact, no record is kept so clean, as in the United States money mills. Every ounce of metal, every penny of coin, must be accounted for invariably before the cashier of the mint can call his day's work done.

Consider this, also. Far from the street lay the great vaults where the mass of money was guarded with vigilance surpassing that bestowed on almost any other house of treasure. In this secret realm no visitor could enter. Millions were stacked ceiling-high where public curiosity could not see them, though it might dream faintly of the fabulous wealth behind the impenetrable walls. Sentinels, mechanical as well as human, defended it at every avenue of approach. Not even the officials, except those immediately identified with that particular department of the mint, might be permitted to enter the proscribed zone.

Guarding the vaults were doors of armourplate, swung on the latest kind of concealed hinges, looked by massive combination locks with time-clock attachments, proof against fire, against earthquake, against burglars. Against burglars? Six heavy bags of five thousand dollars each in double eagles were missing! There was the telegram, which the Secretary hurriedly turned over to the chief of the Secret Service.

"Thirty thousand dollar shortage discovered at the mint. Require ablest and best talent in the government service."

If that could happen once, what would prevent its happening again? If it could happen with thirty thousand, why not with three hundred thousand—with three million? The message was enough to send shivers up the spine of the Treasury Department, despite the torrid temperature of Washington at the close of the fiscal year on June 30. The chief of the Secret Service did not pause to read the leading citizen in the section of message twice. There was just the city where he lived stamped one man in the service at the time as a "crack". He was re-

and knotty cases were turned over. He handed the telegram to Burns.

As he was whirled across the country the great detective spent the hours gazing at scenery that he did not see and turning the matter over in his mind. This much he knew. Some one trusted and high in the government employ itself had gone wrong. Fifteen hundred double eagles had been taken by some one on the inside. A black stain on the amazingly clean record of the mint in handling billions upon billions of dollars must be erased. Even before he arrived on the scene, Burns knew that this must prove a historic case.

Burns began first what he calls his "secret investigation." When he arrived on the scene, he did not let a soul know who he was or why he was there until he had looked the ground over. He began by placing everybody who was in a position to know anything about the crime under suspicion; and then, by what is known as the "process of elimination," arriving at the possible suspects. He looked over the mint itself, where the loss had occurred, investigating the methods of conducting business throughout the day, absorbed everything that might or might not prove evidential. After going over the mint thoroughly, he watched carefully for days how business was transacted, the number of clerks around, all sorts of things, until he might almost have been learning to run the mint himself.

Let us say, for the purposes of this story, that the superintendent of the mint was Mr. Atchison—"Mr. A." Atchison enjoyed the distinction, at the time, of being the ablest man who had ever held the position anywhere in the country. He was a large, fine-looking man, middle-aged, with a clear eye, a hearty voice, and a grip of the hand that left you with no doubt as to the power of the man behind it. He was known as a man of the greatest integrity and honour, extremely careful in the conduct of the affairs of the mint, a man who had shown great interest and intelligence in keeping up the good record of efficiency which had been set for the institution under him.

The chief clerk, "Mr. B."—or let us call him Mr. Braden—was also a man of high character and standing in the community. He had come to the mint on the recommendation of some of the most influential men in that section of the country, had risen from the position of cashier until now he was assistant superintendent. He was a tall, rather spare, engaging chap, who by the sheer force of an attractive personality had won for himself membership in some exclusive clubs of the city though he lived with his family in the suburbs. There was something about Braden of that solidly which one sees in the successful—commuter—grave, but not aloof, capable, methodical, a man who had raised himself in the world and felt a pardonable pride in his position.

Mr. Colton,—"Mr. C."—the cashier, also bore a reputation for the highest integrity. Colton again? If it could happen with thirty thousand, why not with three hundred thousand—with three million? The message was enough to send shivers up the spine of the Treasury Department, despite the torrid temperature of Washington at the close of the fiscal year on June 30. The chief of the Secret Service did not pause to read the leading citizen in the section of message twice. There was just the city where he lived stamped one man in the service at the time as a "crack". He was re-

know him, and his appointment as cashier a year before had been only what they expected.

In fact, all three, Atchison, Braden and Colton, as well as the other employees, seemed impeccable. Many of the two hundred-odd employees had records of long and faithful service in this mint, some of them as highly as forty or forty-five years. Men who had worked there from ten to thirty years were common among them.

And yet, when the Director of the Mint from Washington had been present for the government in its usual settlement with the various mints in the country, he had found that this particular branch mint showed a shortage of thirty thousand dollars.

More than that, investigation had disclosed the fact that the shortage was in the vault of the cashier. The Director had made absolutely sure that the cashier was actually short before he had wired the facts to the Secretary of the Treasury; there was no question about it. In this mint there were several large vaults, belonging to the assayer, the receiver, the coiner, the melter and refiner, and the cashier. It was Colton's vault alone that had been found to be short.

There was a time-lock on the vault, too, and no person had the combination except Colton. The only copy of it was in a sealed envelope, and that was in the custody of Atchison, to be used only in case of accident or the sudden death of the cashier. There was no evidence, as yet, to show whether or not the copy of the combination sealed in the envelope had ever been tampered with. Therefore the discovery of the shortage was all the more sensational.

Burns went over the life and habits of Colton, the cashier, with a microscope. Apparently he was a man of the best record and connections, just the sort one would pick out instinctively as the man through whose hands all the money that was to be paid in or out should go. All this time Colton betrayed not the slightest outward symptom of uneasiness, although he knew that the shortage had been found, and must have suspected that he was being watched. What a surprise! It would have been to the community to know that everything in Colton's vault down at the mint was not correct!

There was another peculiar coincidence in the situation, too. For instance, on the day the shortage was discovered, it had happened, as it so often happens in such cases, that Colton had been ill, very suddenly taken with a bad case of tonsillitis. Thus it had been that the cashier was not present when the shortage was discovered. But the superintendent and the chief clerk had been there.

Many things about the mint interested Burns. For example, the system of accounts was somewhat intricate, in order to secure absolute accuracy in handling such large sums of money. Just to illustrate with what minuteness business was done, there were reports in weight in standard ounces of metal, its cost value and the nominal value of the coin made from it, the number of ounces being multiplied by the value of one ounce of metal at the time, worked out to the millionth of a cent. That was in order to arrive at the "seigniorage," the profit the government makes in coining metals.

All accounts of various departments ultimately went through one office, where they were compiled and sent to Washington daily, weekly, monthly, quarterly, and annually, according to the nature of the reports. Finally, at the close of the fiscal year, two officers were detailed by the Bureau of the Mint to examine the accounts, weigh the bullion, count the coin in hand, and report the results of this examination to the Bureau in Washington. Everything was done with scrupulous exactness and precision.

There was nothing of this mass of detail that escaped Burns in his hunt for the criminal who set these checks and balances in defiance. He noted everything, such as the "delivery" every morning, as it is called, when the coiner delivers to the superintendent the coin that has been made the day before in his department, which is then placed in the vault in the cashier's office. Representatives of the assay department, of the superintendent and of the coiner, had to be present at the "delivery." The coin had to be receipted for to the coiner, and brought in sacks on trucks to the cashier's room, where each sack was counted and weighed in the presence of the three men, tied with a stout string, and sealed with a lead seal stamped with the superintendent's name, secured so that if the sack was tampered with it could be seen.

A glance at the conduct of a mint is a romantic revelation of a fairy world where gold and silver are the stock in trade, as in other more sordid businesses it is mere iron pig or bolts of cloth. For instance, a citizen with gold to sell, a miner perhaps, would go to the receiving-room. There he would find a long counter, on which was a scoop into which he would dump his dust, nuggets, or old gold. Back of this counter he could see desks and tables, interspersed perhaps with trucks actually loaded with real gold bars, a fortune casually wheeled about like a sack of oats.

It is not a part of this particular story, though it is a romance in itself, how the gold is carefully weighed in the weighing-room next to the receiving-room, the various processes through the laboratory of the assay department in the basement, the assay furnaces, the delicate scales and weights of the adjusters, the melting and refining department, the melting and silver reduction tanks, the ingot melting-room, the rolling-room with its long, gleaming strips of rolled gold, the annealing-furnaces, the coiner's department with its presses, the milling and reeding-machines, the weigh-room with its ingenious counting-boards—a long process, ending with the cashier's vault hiding its mystery of the missing double eagles. Mystery it was, too; for so carefully were all these processes carried out that, with a wastage allowed by law of one thousandth to the melter and only half that to the coiner, the infinitesimally small amount of only six or seven per cent. of even this legal wastage occurred.

But it was in none of these departments that Burns knew he must look for the thief. Altogether, there were as many as seventeen watchmen, of whom twelve worked at night, eight on the inside and four on the outside. No clue to the mystery was coming from them, at least at the start, and Burns still was going alone and single-handed in his quiet study of the situation. Each watchman, he observed, had a certain station on the different floors and a specific round to make each half hour, ringing a bell to notify the man at the door that he had attended to his duty. Failure to ring the bell caused investigation, in certain rooms, such as the refinery, no watchman ever might go alone. They had to go in pairs. There was also a system of electric alarms throughout the building, so that every one might be notified in case anything went wrong at any point.

A word about the mint itself. It was a huge square building of granite and sandstone, with a long and impressive flight of steps leading up to the main door under its massive Grecian columns. On two sides of the building ran street-car lines.

It was the general lay-out of the interior of the building that the more Burns pondered over it, proved to play a part in the solution of the crime. Entering the front door, the visitor looked down a wide corridor before him, crossed at right angles at the end

by a transverse corridor running the width of the building from right to left, after the manner of many large public buildings. Directly before him, at the far end of the main corridor, was the door of the cashier's office, the office being at the back of the building and extending from the centre to the right wing, along the far side of the transverse corridor. It was in this right wing, at the back that the cashier's vault which had been rifled was located.

To the right of the main corridor as one entered, in the front of the building, and consequently lying opposite the cashier's office along the transverse corridor, was the numismatist's room, where coins and medals were kept in a museum. To the left, as one entered this main corridor, was the office of the chief clerk, Braden, with a door leading into the main corridor, as well as another leading into the transverse corridor. This office extended from the building to the transverse corridor. Next to and communicating with it was the office of the superintendent of the mint in the very left-hand front corner of the building opening into the long transverse corridor.

Opposite these two offices, which occupied the entire front of this wing of the mint, and ranged along the other side of the transverse corridor, was the receiving room at the extreme end opposite the superintendent's office; the weighing-room, opposite the chief clerk's office; and then the cashier's department, extending through the other half of the back of the building. All three of these departments, the cashier's, the weighing, and the receiving communicated with one another.

Burns' first and most natural query had been: Was it possible to manipulate the books? That proved to be easy to settle, in spite of the intricate system. And it was settled quickly in the negative. No, the books were perfect. According to Colton's own accounts, there was a thirty-thousand-dollar shortage!

Even the cashier himself could not conceal, or had not concealed, the fact that there ought to be thirty thousand dollars more in gold pieces in the vault than there actually was. Blazoned in damning figures on the books themselves was the mystery of the missing double eagles.

Here Burns began his clear and clever reasoning. With an instinct that led him unerringly to the heart of the matter, he quickly came to the conclusion that it was absolutely impossible for any one to have taken the money in business hours, during the day. The next question was: If the money had not been taken during the day, how was it possible to manipulate the time-lock after the cashier's vault had once been closed?

Burns then tackled the time-lock on the cashier's vault, and he soon discovered that he was on the right trail. Some one had filed the dog-looking device so that it could be operated by one who knew the combination, hidden in Colton's mind and sealed in the superintendent's envelope. It made no difference whether the time-lock was set or not. It was out of business. When it was apparently set it really did not lock the combination. No one ever discovered it, for no one ever tried to open it out of hours, except the thief.

The time-lock was taken to a jeweller, and later a government expert—one of the best in the country—was summoned from Washington. Burns and the expert found that the thief had bent a little arm in the time-lock in such a way that it did not strike the proper part to lock the tumblers. The arm had been bent first with the idea of rendering the time-lock inoperative, so that the thief might return at night, work the combination, and so get into the vault. Later, apparently, he had bent the arm farther down in order to be able

to work the combination after two days, say on Sunday or a holiday. But he had cracked the nickel, as Burns and the expert discovered, had found that filing the dog-looking device was sufficient, and had bent the arm back again.

Next Burns devoted his attention to the vault itself. He found that at this time and for several months it had been congested with money. All the stationary pigeonholes or receptacles for the sealed bags, each compartment holding a bag of gold with five thousand dollars in it, in one section in five, in another eagles and in another double eagles, were full. Therefore, in order to put more money into the vault, two trucks had been pushed up against the east side of it, entirely out of the way. Of course there was no likelihood of wanting to use the money on the trucks or in the pigeonholes back of them.

There were plenty of other bags that could be readily got at for any usual demand. These trucks remained stationary until the final accounting, and, in all, some three million dollars accumulated on them.

In counting over the bags, keeping the amount on the trucks separate from the bags in the pigeonholes, the men who did the work found that the three million was intact. Some of the men who helped to carry out the gold remembered, however, six vacant holes near the floor, behind the place where the trucks generally stood. Burns was now getting closer and closer to the truth.

He had already learned from the superintendent how the shortage had been discovered when he and Braden had been counting the money in the vault the day Colton was sick.

Braden had just written down some figures when Atchison leaned over. "There is a shortage of thirty thousand here," said the superintendent keenly.

"No, I think not," replied Braden, continuing to figure; "perhaps it is due to the cash drawer; or there may have been a mistake in the count."

SHORT SERMON.

"I came that they may have life, any may have it abundantly,"—John x. 10.

The test of a religion is in what it does for those who profess it. What does Mohammedanism do for those who believe in it? What has Hinduism done for the believers in Hinduism? What are the fruits of Buddhism for women and childhood in its native land? This is a fair test for any religious faith, and it is the test which inevitably is applied. The only sure argument for any religion is, "By their fruits ye shall know them."

The avowed purpose of Jesus was in His own statement. He said He came into the world to give people life abundantly. That was in one sense what might be called His plan of campaign. It was His object, and He committed Himself to it without reservation.

It is a fair question to ask, "What did He mean by abundant life?" and "Has He succeeded in giving to the world that He said He came to give?" To start with, there is little doubt that by abundant life Jesus would mean the right of every human being who enters the world to be well born. Three things stand in the way of this at the beginning of an abundant life. They are: first, disease; second, environment; and third, injustice, social or industrial.

There are thousands of children born into the world through no fault or wish of their own, who are tainted with disease which has been contracted by their parents, generally, we may say, through some breaking of God's law. Then the environment of childhood often forbids free opportunity for growth. The slum child does not have a free opportunity for abundant life. Social and industrial wrong also choke the avenues of free opportunity,

and the abundant life is not possible for thousands of human beings owing to the fact that their bodies and minds are repressed by the necessity for child labour and by unwholesome surroundings.

By abundant life Jesus meant freedom from fear. Millions of people live continually under great clouds of fear. There are five great causes. First, the fear of death; second, the fear of poverty or want; third, fear of sickness and old age; fourth fear of failure; and fifth, the fear of other people. Any one of these causes of fear paralyses effort, and makes impossible a free life and an abundant life, such as Jesus came to give. There is no doubt that faith in Jesus dispels all these fears. "Perfect love casteth out fear." It is to release human beings from fear that Jesus came, and abundant life follows almost immediately when the fear is dissipated.

Jesus meant by abundant life opportunity to enrich life with its common sources of enrichment. The six prominent sources of enrichment which help to make life abundant are:—first, education; second, travel; third, friendship; fourth, entertainment; fifth, knowledge of literature, music, art, history, etc.; sixth, the common heritage, like inventions, etc., which help to make life happier and stronger.

Every human being has a right to education. Yet comparatively few have either the leisure or the opportunity for it in comparison with the entire world population. Travel is a great source of enrichment of life; yet comparatively few of the world's toilers can ever travel. Friendship is something which requires the leisure period of life. It is almost necessary for the acquisition of real helpful friendship that a person should have leisure time. The great craving of the people for entertainment goes without argument. It is seen on every side.

By the abundant life, Jesus must have meant the sharing of life with others. Sharing life with others calls for (1) absence of regard for social prejudice; (2) opportunities to gratify this world companionship which would mean the absence of war, of fear, of hate, and of personal pride; (3) the use of imagination. It might held greatly in the development of our lives if we could accustom ourselves to the thought of changing places with others. Let the man who is employing labor imagine himself in the place of those who are working for him. Let him imagine that he would be obliged to start out in the morning with a dinner-basket and with tools in the hand. Let him imagine himself living in the house which this man lives in, receiving his wages, and eating his food. On the other hand, let the working man put himself in the employer's place and ask himself how he would solve the problems of a great industrial organization. Let the mistress change places with her maid in the kitchen; ask herself how she would like to live in the room she gives the girl and receive her wages and live in her environment; and on the other hand let the girl imagine herself asking care of the family with all the responsibility of little children and the care of the house. It is because people do not have "sharing imagination" that very often injustice and wrong and bitterness exist which shut out the beneficial effects of the abundant life which Jesus came to give.

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Nagasaki, Kobe & Yokohama	Kumano M.	N. Y. K.	19. Nov.
Shanghai	Luchoy	B. & S.	16. Nov.
Shanghai	Tikini	J. O. J. L.	Q. desp.
Shanghai, Y'hama, Kobe & Moji	Canton	A. N. Co.	9. Dec.
Manila, Mangarin, Iloilo & Cebu	Zafro	S. T. Co.	22. Nov.
Shanghai, Kobe & Yokohama	Istria	H. A. L.	14. Nov.
Singapore, Penang & Calcutta	Lovat	J. M. Co.	22. Nov.
Swatow, Amoy and Foochow	Halpang	D. L. Co.	11. Nov.
Tientsin via Weihaiwei	Kueichow	B. & S.	4. Nov.
Shanghai via Swatow	Dilwara	D. S. Co.	14. Nov.
Shanghai, Y'hama, Kobe & Moji	Tingsang	J. M. Co.	5. Nov.
Shanghai, Y'hama, Kobe & Moji	St. Helena	A. N. Co.	1. Nov.
Shanghai, Y'hama, Kobe & Moji	Yorok	M. & Co.	12. Nov.
Shanghai	Anhui	B. & S.	13. Nov.
Shanghai	Hangsang	J. M. Co.	14. Nov.
Shanghai & Tsingtau	Liangchow	B. & S.	15. Nov.
Shanghai, Moji, Kobe & Y'hama	Sardinia	P. & O.	15. Nov.
Shanghai	Wingsang	J. M. Co.	16. Nov.
Shanghai	Africa	S. W.	1. Dec.
Shanghai, Y'hama, Kobe & Moji	Ceylon	A. N.	14. Nov.
Amoy and Takao via Swatow	South Maru	O. S. K.	12. Nov.
Tamau via Swatow & Amoy	Daigi Maru	O. S. K.	9. Nov.
Manila, Cebu and Iloilo	Taming	B. & S.	11. Nov.
Bombay via Singapore, Colombo	Inaba M.	N. Y. K.	10. Nov.
Singapore, Penang & Calcutta	Kutsang	J. M. Co.	29. Nov.
Jessellton, Kadat and Sandakan	Borneo	M. Co.	2. Dec.
Swatow, Amoy and Foochow	Halpang	D. L. Co.	14. Nov.
Haiphong	Kaifong	B. & S.	12. Nov.
Shanghai, Kobe & Yokohama	Australien	M. M.	27. Nov.
Singapore & Sourabaya	Fausang	J. M.	15. Nov.
S'pore, P'ang, R'gon & C'outta	Kirin M.	N. Y. K.	15. Nov.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [4]

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Calcutta Swatow	A. Appear Haimun Daigi Maru

DEPART ON MONDAY.

Australia Japan	Aldenham Ataka Maru
-----------------	---------------------

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Seattle	Tamba Maru
Bangkok	Fausang
Bangkok	Wingsang
Calcutta	Dilwara

ARRIVE ON MONDAY.

Sydney	P. Waldemar
--------	-------------

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF JAPAN left Yokohama on the 31st October, between 12 & 2 p.m.

The C.P.R. s.s. EMPRESS OF INDIA arrived Kobe on the 5th November, at 5 p.m. left Kobe on the 6th November, in night, due to arrive Shanghai on the 9th November, in night.

AUSTRALIAN MAIL.

The E. & A. s.s. ST. ALBANS left Sydney on the 25th ult. for this port via Queensland Ports, Port Darwin, Timor, and Manila and may be expected to arrive here on or about the 22nd Nov.

The N. Y. K. s.s. KUMANO MARU (American Line) left Sydney for this port via ports on the 23rd October and is expected here on the 17th November.

The I.G.M. s.s. PRINZ WALDEMAR left Y'ap on the 2nd instant and may be expected here on or about the 10th inst.

GERMAN MAIL.

The I. G. M. s.s. YOROK carrying the German Mails with dates from Berlin of the 15th October left Colombo on the 2nd inst. a.m. and is may be expected here on or about the 13th inst.

MERCHANT STEAMERS.

The N.Y.K. s.s. TAMBA MARU (American Line) left Kobe for this port via ports on the 7th inst. and is expected here on the 11th November.

The N. Y. K. s.s. ATSUTA MARU (European Line) left Bombay for this port via ports on the 11th inst. and is expected here on the 14th November.

The s.s. GLENSTRAE passed the Suez Canal on the 25th ult. for Hongkong via Straits.

The N. Y. K. s.s. HITACHI MARU (European Line) left London for this port via ports on the 25th ult. and is expected here on the 3rd December.

The N. Y. K. s.s. KAMAKURA MARU (European Line) left Bombay for this port via Singapore on the 27th October and is expected here on the 14th November.

The P. & O. s.s. CANDIA is expected to arrive at Colombo on the 8th instant at 2 p.m.

The I. C. S. N. s.s. FAUSANG from Bangkok is due at Hongkong on the 9th Nov.

The I. C. S. N. s.s. WINGSANG from Bangkok is due at Hongkong on the 9th November.

The I. C. S. N. s.s. FOOKSANG from Calcutta is due at Hongkong on the 16th November.

The I. C. S. N. s.s. LAISANG from Calcutta is due at Hongkong on the 18th November.

The I. C. S. N. s.s. HOPRANG from Chinwanta is due at Hongkong on the 12th November.

The I. C. S. N. s.s. CHOYBANG from Shanghai is due at Hongkong on the 11th November.

The S.L. s.s. DEN OF CROMBIE from Vancouver is due at Hongkong on the 20th November.

The S.L. s.s. DEN OF AIRLIE from London is due at Hongkong on the 13th November.

The S.L. s.s. MONADNOCK from Seattle is due at Hongkong on the 30th November.

BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

Please address enquiries to:—

ULDERUP & SCHLUTER,

HONGKONG.

REPRESENTATIVES FOR J. & C. C. BOLINDERS, A. B.

STOCKHOLM.

FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS.

The Ben Line s.s. BENEDI from Leth, Middlebro' and London, left Singapore, for this Port, on 30th instant, and may be expected to arrive here on or about 5th proximo.

The N. Y. K. s.s. KIRIN MARU (Calcutta Line) left Yokohama for this port via ports on the 1st November, and is expected here on the 13th November.

The N. Y. K. s.s. SADO MARU (American Line) left Seattle for this port via ports on the 4th November, and is expected here on the 7th December.

The N. Y. K. s.s. INABA MARU (Bombay Line) left Kobe for this port via Shanghai on the 4th November, and is expected here on the 15th November.

The N. Y. K. s.s. KASHIMA MARU (European Line) left Yokohama for this port via ports on the 5th November, and is expected here on the 17th December.

The s.s. KANSAS arrived at BOSTON on the 4th instant.

The s.s. INDRAKUALA left Sabang on the 6th instant and is due here on the 13th instant.

The American and Manchurian Line s.s. KAPUE left New York on the 10th October and is due here on or about 25th November.

The American and Manchurian Line s.s. KANDAHAR left New York on the 15th October and is due here on or about 15th December.

VESSELS IN PORT.

Steamers.

Tainanfy, Norwegian s.s. 1,460, Julnasen, 1st Nov.—Moji 26th Oct. Coal—A. T. and Co.

Ataka Maru, Jap. s.s. 1,553, Noguichi, 1st Nov.—Chingwantao 25th Oct. Coal—M. B. K.

Landrat Schell, German s.s. 1,612, A. Straus, 1st Nov.—Shanghai 24th Oct. Rice—Chinese.

Unai Maru, Japanese s.s. 2,275, Y. Tama, 1st Nov.—Java 21st Oct.—M. B. K.

Mongolia, American s.s. 8,750, E. Rice, 1st Nov.—San Francisco 1st Oct. Gen.—P. M. Co.

Fooking, Br. s.s. 1,433, Jas. M. Hay, 3rd instant—Bangkok 27th Oct. Rice—J. M. & Co.

Somali, Br. s.s. 4,195, W. W. Cooke 3rd instant—Singapore 28th October P. & O.

Sungking, Br. s.s. 937, Robinson, 3rd instant—Hobrow 2nd instant. Gen.—B. and S.

Loongang, Br. s.s. 1,093, W.G.G. Lusk, 4th instant—Manila 2nd inst. Gen.—J. M. and Co.

Janeta, Br. s.s. 2,770, H. G. A. Timmins R.N.R. 7th instant—Cairif 4th instant. Coal & Coke—D. & Co.

Saku Maru, Jap. s.s. 1,119, K. Tachiro, 7th instant—Swatow 6th instant. Gen.—O.S.K.

Taming, Br. s.s. 1,333, G. H. Pennerfather, 7th instant—Manila 4th instant. Gen.—B. and S.

"ERICSSON" TELEPHONES.

Every Description of Wall-, Table- & Field Telephone Instruments, Switches, Protectors, Hand-Micros, Fuses, Dry Cells, also Portable Telegraph Instruments and Fire Alarms of Latest Pattern are now to be had.

From STOCK.

Through our Agents for Hongkong & South China.

ARTHUR NILSSON & CO.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA, AND PHILIPPINES, via STRAITS and COLOMBO, to

Havre, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Cargo at Through rates to all European North Continental and British Ports, also Trieste, London, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Allmark	18th Nov.	Silesia	16th Dec.
Silhonla	22nd Nov.	O.J.D. Ahlers	9th Jan.
Preussen	27th Dec.	Scandia	28th Jan.
Emden	1st Dec.		

HOMEWARD.

For Marseilles, Havre & H'burg	For Marseilles, Bremen & H'burg
Brigavia 11th Nov.	Westphalia 1st Dec.
For Rotterdam & Hamburg	
Macedonia	
For R'dam & Hamburg	
For V'var, S'tle, and/or T. & P. (Or.)	
Silhonla	
For Marse	

Public Auction

GEO. P. LAMMERT,
AUCTIONEER SHARE &
GENERAL BROKER

A PRIVATE COLLECTION
OF OLD CHINA

(including some very rare and
fine specimens).

THE Undersigned has received
instructions to sell by Public
Auction,

TO-DAY,
the 8th November, 1913, com-
mencing at 2.30 p.m. at his
Sales Rooms, Duddell St.

(Subject to reserve prices.)
A Private Collection of Rare
Old China from Sung
dynasty to T'owkong.

The Collection is made up of:
5-COLOURED, BLACK and
WHITE HAWTHORN, CORAL
PINK and BLUE and WHITE
VASES.

5-COLOURED, 2-COLOURED
and BLUE and WHITE
PLATES, CUPS, BOWLS and
SNUFF BOTTLES.

SANG-DE-BOEUF VASES,
CELADON and PEACH BLOOM
INCENSE BURNERS, CELA-
DON VASES, CHINCHOW
CUPS.

HANDSOME IVORY CAR-
VINGS, JADE PLATES and
BOWLS, AGATE ORNAMENTS
and SNUFF BOTTLES.

OLD PEKIN CLOISONNE
VASE and INCENSE BURN-
ERS, BRONZE FIGURE and
INCENSE BURNER.

OLD MING PORCELAIN
FIGURE, etc., etc., etc.
On view from THURSDAY
the 6th November.

Catalogues will be issued.
Terms—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

Consignees

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

The Steamship
"BENEDI"

From LEITH, MIDDLESBRO,
LONDON and STRAITS.

CONSIGNEES of Cargo are
hereby informed that all
Goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf
& Godown Co., Ltd., whence
and/or from the wharves delivery
may be obtained.

No claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 13th
inst. will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 20th inst.
or they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Go-
dows, where they will be ex-
amined on the 13th inst. at 11
a.m.

No Fire Insurance has been
effected.

Bills of Lading will counter-
signed by
"GIBB, LIVINGSTON & CO.,
Agents."

Hongkong, 6th Nov., 1913. [1005]

TOYO KISEN KAISHA.
From SAN FRANCISCO, via
HONOLULU, JAPAN PORTS,
AND MANILA.

THE Steamship

"TENYO MARU."

The above named Steamer
having arrived, Consignees of
Cargo are hereby notified to send
in their Bills of Lading for coun-
tersignature, and to take im-
mediate delivery of Cargo from
alongside.

Cargo remaining undelivered on
THURSDAY the 6th Nov., at 5
p.m. will be landed at Consignees'
risk and expense and delivery
must then be taken from the
Company's Godown.

No Fire Insurance whatever
will be effected.

No Claim will be recognised
after the Goods have left the
Steamer or Godown, and all goods
remaining undelivered on Nov.
12th inst., will be subject to rent
and landing charges.

All chafed and otherwise
damaged Cargo to be left on board
or godown and examination of
same to be held on Nov. 12th at
10 a.m.

All Claims must be filed on or
before Nov. 19th, 1913, otherwise
they will not be recognized.

S. MORIMOTO,
Agent.

Hongkong, 5th Nov., 1913. [1004]

Don't forget after the Show
Supper, and Light Refreshments
"ALEXANDRA CAFE."
Open Till Midnight.

Consignees

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steamship

"KAGA MARU."

having arrived from the above
ports, Consignees of Cargo are
hereby informed that their Goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and
delivery can be obtained as soon
as the Goods are landed.

Optional goods will be carried
on unless instructions are given
to the contrary before NOON,
TO-DAY.

Goods not cleared by the 12th
November, will be subject to rent.
Damaged packages must be left
in the Godowns for examination
by the Consignees, and Co.'s
representatives at an appointed
hour. All claims must be present-
ed within ten days of the
steamer's arrival here, after
which date they cannot be re-
cognized. No claims will be
admitted after the goods have left
the Godowns.

NIPPON YUSEN KAISHA
Agents.

Hongkong, 5th Nov., 1913. [1003]

NOTICE TO CONSIGNEES.

From PORTLAND, Or. and
PUGET SOUND Ports.

THE H.A.L. Steamship

"BRISGAVIA"

Captain J. Ernst, having arrived,
consignees are hereby notified to
send in their Bills of Lading for
countersignature, and take im-
mediate delivery of cargo from
alongside.

Cargo remaining undelivered
on Monday the 10th inst. at
Noon will be landed at Con-
signee's risk and expense and
delivery must then be taken from
the Hongkong & Kowloon Wharf
& Godown Co.'s Godowns.

Cargo remaining undelivered
on 17th inst. at Noon, will, in ad-
dition to landing charges, be sub-
ject to storage charges.

No Fire Insurance whatever
will be effected.

All chafed and otherwise dam-
aged cargo to be left on board or
in the Godown; the examination
of same to be held on Monday,
17th inst. at 10 a.m.

Claims must be accompanied
by short delivery notes or list of
exceptions taken at the time of
delivery to Consignees and signed
for and on behalf of the H.A.L.

All claims must be filed on or
before the 29th inst. otherwise
they will not be recognized.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th Nov., 1913. [1008]

NOTICE TO CONSIGNEES.

s.s. "AMAZONE,"
**COMPAGNIE DES MAS-
SAGERIES MARITIMES**

NOTICE

Consignees of Cargo from Lon-
don ex. s.s. "Sidon" & "Basque,"
Consignees of Cargo from Havre
ex. s.s. "Basque," Consignees of
Cargo from Bordeaux ex. s.s.
"Verbeemois."

In connection with above
Steamers are hereby informed that
their goods with the exception of
Opium Treasure and valuables
are being landed and stored at
their risk into the hazardous and
or extra hazardous Godowns of
the Hongkong Kowloon Wharf &
Godown Co., Ltd. at Kowloon
whence delivery may be obtained
immediately after landing.

Optional Cargo will be forward-
ed on unless intimation is received
from the Consignees before
NOON TO-DAY requesting it to
be landed here.

Bills of Lading will be coun-
tersigned by the Undersigned.
Goods remained undelivered after
12th inst. at Noon will be subject
to rent and landing charges.

All claims must be sent in to
me on or before the 15th inst., or
they will not be recognized.

All damaged packages will be
examined on 12th inst., at 10 a.m.
No Fire Insurance has been
effected.

S. C. DE BUSSIERRE,
Acting Agent.

Hongkong, 5th Nov., 1913. [1002]

Hotel Lists.

Hongkong Hotel.
Kissano, M.
Knox, Mrs R.
Ahlfeld, Mr & Mrs Logan, W.
Lloyd, G.T.

Adrian, E.
Abramson, E.B.
Barberini, E.T.
Bate, E.E.
Anderson, Miss
Baroness, Mrs
and Mrs C.
Baroness, Mrs
Bellini, Mrs R.
Bowen, E.L. Mr and
Mrs

Bena, G.A.
Birdall, Mrs L.A.
Boulton, Major R.E.
Bede, C. de
Blanchard, Capt. Mrs
Boman, F.
Bulach, Dr W.
Cambridge, A.J.
Castro, Mr & Mrs
Mrs EX'DA, Mrs
Castro, Miss D.
Castro, Master D.
Chapple, F.T.
Coleman, Dr A.
L.E.F.

Curry, G.A.
Claxton, A.T.
Clark, W.E.
Cass, Mr and Mrs
C.D.
Crawell, Dr
Cromwell, H.W.
Clayton, W.E.
Cromwell, Mrs
Cunningham, Mr &
Mrs E.S.
De var, J.
Dortchano, Mr &
Douglas, Mrs R.H.
Duncan, J.
Dentson, O.G.
Dallas, J.F.
Day, Capt M.F.
Diekhoff, Mr & Mrs
D.L.

Dada Shaw, Sir J.
Dada Shaw, Lady
Dennis, F.
Ehrenfeld, Mr &
Mrs H.E.
Enrich, S. Sarg.
Evans, G.H.
Faller, D.
Forsyth, Dr & Mrs C.
Fischer, W.E.
Fuller, N.A.
Furman, K.
Fergus, Mrs H.H.
Gange, Mr and Mrs
E.L.H.

Gillespie, Dr J.M.
Gordon, A.G.
Gougey, I.
Goulbourn, V.
Griegono, P.D. de
Gallati, A.
Gould, Mr & Mrs J.
Gordon, J.M.
Gale, Mr & Mrs C.W.
Glispson, Mr & Mrs
E.

Gosse, H.
Gibbins, Mrs
Ging, P.
Hind, W.B.
Hannibal, Mr &
Mrs W.A.
Hall, P.G.
Hagan, Dr J.G.
Hobbs, W.T.
Hewitt, Hon. Mr E.
A. CMG
Hobbs, W.H.
Hancock, H.E. Mr &
Mrs

Hall, Miss F.
Hoover, J.E.
Harston, J.S.
Huslam, G.F.
Herrick, Mr H.T.
Hall, Capt T.
Harris, Mrs C.
Hilton, F.
Johnston, F.C.
Jemison, J.R.
Krusman, A.
Knap, Mrs
Koning, A.J.
Kaiser-Smith, Mr &
Mrs L.A.
Keystone, J.W.
Kerton, F.B.

Kissano, M.
Knox, Mrs R.
Ahlfeld, Mr & Mrs Logan, W.
Lloyd, G.T.
Lawrence, Mr and
Mrs J.
Lally, O.
Lallo, Dr & Mrs A.
Locky, Major J.G.
Lopes, L.J. M.
Lloyd, J.B.
Mason, O. Fare-
brother
Matheson, Miss M.
Matheson, Mrs B.
T.

Martin, G.
Mayfield, Dr O.
Mathe, B.E.
Marzoli, J.
Mayer, P.
Muller, Mr & Mrs
J.D.
McLaughlin, S.A.
Maclean, Dr G.W.
Morrow, Mrs O.J.
Mangham, J.R.
McNesley, Mr and
Mrs E.J.R.
Mason, Mrs
Martin, Mrs
McCred, Mr & Mrs
S.M.
McLellan, Capt &
Mrs L.
McLoughlin, Mrs W.
McCrea, Mrs S.M.
Merivale, J.L.
Marxat, Capt H.R.
Munk, E.H.
Moorhead, Mr &
Mrs

Merivale, J.L.
McLellan, Capt &
Mrs L.
McLoughlin, Mrs W.
McCrea, Mrs S.M.
Merivale, J.L.
Marxat, Capt H.R.
Munk, E.H.
Moorhead, Mr &
Mrs

Ray, E.H.
Raymond, J.E.
Raymond, E.M.
R. worth, B.
Racy, Miss F.
Rice, R.G.
Rutherford, Mrs
Reichman, Mrs M.
E.
Ramsay, Mrs F.E.
Riverson, P.G.
Reynolds, Mrs R.
Ratner, Mr and
Mrs F.
Schenk, Mrs
Singer, E.T.
Smith, Mr and Mrs
E.E.
Square, Miss A.
Southam, J.B.
Schoenbeck, W.
Sperry, Miss C.B.
Spencer, Miss H.
Smith, F.S.
Spears, Capt H.
Steel, Mrs F.
Boyes, Mr &
Mrs

Strauch, E. von
Swann, W.
Shafford, S.
Tuttle, Miss
Thompson, Dr Mrs
E.
Walker, Capt
White, F.W.
Weeren, H. M. van
West, A.
Watson, Mrs W.M.
Watkins, H.
Willoughby-Smith,
Mr and Mrs
Witkowski, W.
Waterhouse,
Williams, Mr and
Mrs M.
West, G.N.
Wheeler, J.J.
Wells, J.
Weisel, E.T.
Yearley, F.

Almond, Mrs R.
Cargill, F.J.
Castro, O.
Chee, T.
Connell, R.
Connell, H.E.
Dobbie, Mr & Mrs
Donaldson, W. Al.
Finchett, Mrs
Gerlach, Mr & Mrs
W.W.
Grimble, G.
Harris, J.B.
Heinemann, Mr &
Mrs
Hingle, E.J.
Jer, E.B.
Kraft, Mr & Mrs W.
Lauritsen, Mr &
Mrs
Jemaro, Mr & Mrs
Lennox, J.
Togan, W.

Almond, Mrs R.
Cargill, F.J.
Castro, O.
Chee, T.
Connell, R.
Connell, H.E.
Dobbie, Mr & Mrs
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Gerlach, Mr & Mrs
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Grimble, G.
Harris, J.B.
Heinemann, Mr &
Mrs
Hingle, E.J.
Jer, E.B.
Kraft, Mr & Mrs W.
Lauritsen, Mr &
Mrs
Jemaro, Mr & Mrs
Lennox, J.
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Almond, Mrs R.
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Castro, O.
Chee, T.
Connell, R.
Connell, H.E.
Dobbie, Mr & Mrs
Donaldson, W. Al.
Finchett, Mrs
Gerlach, Mr & Mrs
W.W.
Grimble, G.
Harris, J.B.
Heinemann, Mr &
Mrs
Hingle, E.J.
Jer, E.B.
Kraft, Mr & Mrs W.
Lauritsen, Mr &
Mrs
Jemaro, Mr & Mrs
Lennox, J.
Togan, W.

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Entertainments

HARMSTON'S CIRCUS

AND
ROYAL MENAGERIE

OF

Performing Wild Animals.

LOCATION, CAUSEWAY-BAY.

FIRST GRAND CHANGE OF PROGRAMME TO-NIGHT.

ABSOLUTELY THE FINEST SHOW EVER SEEN IN HONGKONG.
COME AND JUDGE FOR YOURSELVES.
TWO HOURS' STAY A HALF SOLID ENJOYMENT GUARANTEED.
EVERY ARTIST A STAR IN THEIR OWN PARTICULAR LINE.

Our Beautiful Arab Stallions and Performing Ponies.
Our Menagerie Consists of Performing
ELEPHANTS, LIONS, TIGERS, BEARS, LEOPARDS, EMU, BABOONS,
MONKEYS, DOGS, ETC.

Special Tram Cars running right through before & after each Performance.
BOOKING AT ROBINSON PIANO CO.
MATINEES—WED., 4 & SAT., AFTERNOON, Nov. 4th & 8th.
Doors Open at 3 o'clock. Performance at 4 Sharp.

Children Half Price to Matinees Only.
PRICES OF ADMISSION
Full box 6 seats \$15.00
Single seat box 3.00
Galleries (Natives only) 50 cents. Soldiers & Sailors in uniform
Half price to the \$1 and \$2 Seats.

N.B.—Our Menagerie is opened daily for a small charge.
W. HARMSTON, Proprietor. R. ALTON & W. SYMONS Agents.

OIL FUEL.

In the course of a recent lecture on "Ocean Transport," Professor W. Ripper observed that, while considerable progress was being made with the oil motor as a means of propelling marine vessels, the prophecy that the engine was destined to supplant very other form of marine motor was, to say the least, very premature. There were many persons full of an immediate expectation of a coming oil-power battleship which would sweep everything before it, but for such a ship to be built at the present time without that confidence which came from sufficient experience would be a far greater and more serious anxiety to the country than that which she would be to that country's enemies.

Ragtime Recruiting

We are not greatly enamoured of the new recruiting method adopted by the military authorities, says the *Globe*. Playing ragtime music and distributing circulars and picture-postcards may be a good advertisement scheme for a circus or a new picture palace, but is hardly likely to excite the prestige of the Army. This form of recruiting, to which the response has only been moderate, has originated in Lancashire, and it is to be hoped it will spread no further.

Public Companies

HONGKONG & SOUTH CHINA STEAM FISHERIES Co., Ltd.

NOTICE TO SHAREHOLDERS

THE THIRD ANNUAL MEETING OF SHAREHOLDERS will be held at the offices of the undersigned, No. 4, Queen's Buildings, Victoria, Hongkong, on Tuesday, the 18th November, 1913, at NOON.

THE TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 18th November, 1913, both days inclusive.

BRADLEY & Co., Ltd., General Managers.

Hongkong, 4th November, 1913.

HONGKONG & SOUTH CHINA STEAM FISHERIES Co., Ltd.

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that an Extraordinary General Meeting of the Company will be held on Tuesday the 18th day of November, 1913, at 12.15 o'clock p.m. at 4, Queen's Buildings, Hongkong, when the following subjoined Resolution will be proposed as an Extraordinary Resolution:

"It is resolved that the Capital of the Company be reduced from \$150,000.00 to \$90,000.00 by reducing the par value of the shares from \$1.00 to \$0.60 each."

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting and such Meeting will be held on the 4th day of December, 1913, at the same time and place for the purpose of considering and if thought fit confirming such Resolution as a Special Resolution accordingly.

BRADLEY & Co., Ltd., General Managers.

Dated Hongkong the 4th day of November, 1913.

Notices

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of Public Business on Monday the 10th instant.

Hongkong, 6th Nov., 1913. [1006]

KOWLOON CANTON RAILWAY. (British Section).

NOTICE.

NOTICE is hereby given that an additional train will leave Kowloon for Sheung Shui (Failing Golf Links) at 8.35 a.m. on Monday, the 10th November, 1913, calling at Tai Po at 9 a.m. and arriving Sheung Shui at 9.12 a.m.

By order,
H. P. WINSLOW,
Manager,
Kowloon, 6th Nov., 1913. [1007]

THE WEEKLY TELEGRAPH.

CONTAINS ALL THE NEWS.

The most complete Mail Supplement in the Colony.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at home. The photograph this week is entitled, "Football:—Hongkong F.C. v. H. M. S. Monmouth."

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Let Sanatogen give you Health, Strength & Energy.

Almost everyone is familiar with the action of ordinary tonics—and with the reaction which generally follows.

But Sanatogen is different—its invigorating effects last, and there is no reaction. Sanatogen is simply a scientific health-food, with true tonic properties, and free from dangerous drugs or stimulants.

Give Sanatogen a Trial.

That is why so many experienced Europeans in the East are Sanatogen users, and why you should give it a trial.

You will bear the heat better, you will feel calmer and more cheerful, your appetite and digestion will improve, and you will sleep better and work with more energy. Moreover, you will be much less liable to catch Dysentery, Stomach and Bowel Complaints, and other diseases.

Buy a bottle of Sanatogen at the nearest Chemist's, and write, mentioning this paper, for a Free Copy of "The Art of Living."

Sir Gilbert Parker, the popular novelist, writes: "I have used Sanatogen with extraordinary benefit. It is a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigor to the overworked body and mind."

Mr. Henry Arthur Jones, the famous dramatist, writes: "Sanatogen seems to me a very valuable tonic food. I have several times taken it when run down and always with excellent result."

Sir H. H. Hesth Bell, K.C.M.G., writes: "For a man doing hard mental work in an overworking climate, there is, according to my experience, no better invigorator than Sanatogen."

A. Wulff & Co., 6, Kiukiang Road, Shanghai.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York

Branches:—

Bombay, Calcutta, Cebu, Colon, Hankow, Hongkong, Kobe, London, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama

Capital and Surplus: Gold, \$75,000,000

RESERVE FUNDS: \$15,000,000

EVERY DESCRIPTION OF BANKING BUSINESS

CURRENT ACCOUNTS opened on the spot

DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates which may be ascertained on application

LETTERS OF CREDIT AND DRAFTS issued on all the principal cities in the world

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world

COMMERCIAL LETTERS OF CREDIT

PURCHASE AND SALE OF Stocks and Shares

TRAVELLERS' CHECKS sold and cashed

GEORGE HOGG, Manager

9, Queen's Road, Hongkong

Hongkong, 1st Nov., 1913

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,550,000

Head Office.—YOKOHAMA.

Branches:—

Antung-Hsien, Nagasaki, Bombay, Newchwang, Calcutta, New York, Changchun, Osaka, Dairen, Peking, Fengtien, Yochun Port, Harbin, (Arthur), Hankow, San Francisco, Honolulu, Shanghai, Kobe, Tientsin, Liao-Yang, Tokyo, Lyons, Los Angeles

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 30th Sept., 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Proprietors Liability of £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912. [22]

Notice

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up—\$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908. [32]

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. Every 15 Min.

8.00 A.M. to 9.00 A.M. " 15 Min.

9.00 A.M. to 10.00 A.M. " 15 Min.

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12.00 P.M. to 1.00 P.M. " 15 Min.

1.00 P.M. to 2.00 P.M. " 15 Min.

2.00 P.M. to 3.00 P.M. " 15 Min.

3.00 P.M. to 4.00 P.M. " 15 Min.

4.00 P.M. to 5.00 P.M. " 15 Min.

5.00 P.M. to 6.00 P.M. " 15 Min.

6.

ATTACKED BY
BRIGANDS.Narrow Escape of Shanghai
Police on Houseboat Trip.

A very serious affair has occurred close to the Taihu Lake, says the N. C. Daily News. Three foreigners, members of the Shanghai Municipal Police, while on a houseboat trip in that region, were attacked by armed brigands, in all probability ex-rebels, and without taking an alarmist view of what occurred, there can be no question but that they had a very narrow escape. As it was they and their houseboat were plundered of all valuables, and their experiences at the hands of banditti were of an extremely thrilling but equally unpleasant character.

The Brigands' Ruse.

The three men who were the central figures in the outrage are well-known members of the detective force, Messrs. Brewster, Peak and Sullivan. In the Police houseboat they were enjoying a shooting trip at the Taihu, and had been slowly moving along the Meihoi Creek, which is at the south end of the lake.

After dark the three were in the cabin playing cards, when a shot rang out from the bank, accompanied by some shouting. They went on deck to ascertain the cause of the trouble, and were informed that the man on the bank was from a Chinese gunboat—one of the wooden craft which ply on the creeks—and that he had come to see that everything was all right on board and to make an examination, which he said was customary. He added that it was the usual practice to fire a shot, such as they had heard in order to give warning.

It happened that earlier in the day the men on the houseboat had observed a gunboat of the type mentioned, and accordingly their suspicions were not at all aroused. They bade the launch tell the man to come on board, and thereupon retired to the cabin. Hardly were they back again in the cabin when eight or nine men were on board the houseboat and now poured in after them.

Flight of the Foreigners.

The appearance of these men showed that it was no friendly visit that a local officer was paying, but a determined attack by brigands. As soon as they showed themselves, they practically rushed the unfortunate occupants of the cabin, cutting them off from the only hope they had of defending themselves, for their fowling pieces and other firearms were behind the cabin door, and could now no longer be reached. Moreover, the brigands were virtually armed to the teeth, some with revolver, others with knives.

In the circumstances the foreigners were powerless, and simply had to listen to demands from the brigands. First of all a sum of \$50 was demanded, but this was not forthcoming. Then the intruder noticed that two of the men were wearing rings. One ring was easily taken, but they found it impossible to force the ring of the second man's past the finger joint.

Then occurred one of the worst features of the brigandage. Unable to get possession of the ring, the suggestion was made that the finger should be cut off.

This was pushing matters altogether too far, and, badly outnumbered although they were, the three foreigners determined to put up a fight for it.

A Deadly Struggle.

From the first the odds were all against the foreigners, and in the melee which ensued in the cabin, the brigands opened out with their revolvers. Several shots were fired, but through the greatest good fortune none of the foreigners was struck. One bullet, however, did take effect, killing a brigand.

The unequal struggle could not last long, and when at length one of the three found himself on the floor, overpowered, and with a knife at his throat, it was resolved to make the best terms possible.

The foreigners were led to the deck outside, and there remained under cover of several rifles from the shore while the brigands inside ransacked the cabin. Everything of value was taken away, but even after this had been done their danger was not at an end. Some of the gang were for shooting their prisoners, and it was only with the greatest difficulty that the leader could restrain his men. His orders ultimately prevailed and the brigands took themselves off, leaving the foreigners whole, but badly mauled.

The matter has been placed in the hands of the Consular authorities.

Gave Trouble to Police.

A Chinese who has given the police considerable trouble in reference to some clothing he was found in unlawful possession of, was sentenced to four months' imprisonment and four hours' stocks, by Mr. Wood, at the Police Court, this morning, his Worship commenting on the trouble given to the police and witnesses owing to two demands.

Treaty Inoperative.

A despatch from the Secretary of State for the Colonies, appearing in the Government Gazette states that the Government of Brazil formally notified to His Majesty's Government on the 14th of March last its denunciation of the Treaty of Extra dition between the United Kingdom and Brazil which was signed at Rio de Janeiro on the 13th of November, 1872. The Treaty accordingly ceased to have effect as from the 14th ult.

Bank Returns.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended October 31, 1913, as certified by the managers of the respective Banks are:—Chartered Bank of India, Australia and China, —Notes, \$6,128,883; specie, \$5,000,000. Hongkong and Shanghai Banking Corporation, —Notes, \$19,280,468; specie, \$15,000,000. Mercantile Bank of India, Limited, —Notes, \$980,190; specie \$500,000. Total, —Notes, \$26,389,341; specie \$20,500,000.

SILIMPOPON COAL.
BUNKERS

can be supplied cheap rates.

at

SANDAKAN & SEBATTIK
(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A BUNE.

POST OFFICE.

NEW YEAR'S PARCEL MAIL.

The Public are informed that the Parcel Mail to the United Kingdom and countries beyond which will close in this Office at 5 p.m. on the 31st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded via Brazil with an extra fee of 60 cents and with this mail are due in London on the 10th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same colour and must bear the impression of a private device. The device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible.

Buttons, Coins, Thimbles, cannot be used for sealing.

The Clerks of the Post Office are forbidden to affix Stamps on letters or parcels to seal any article for the Public. Parcels that in the opinion of the Officer handling the same do not comply with the regulations will not be accepted.

With reference to paragraph 4 of the Hongkong Post Office local letters whose delivery is unavoidably held over or retarded owing to the arrival of a contract packet or Siberian mail will be marked "Delivery postponed." In no case will more than one local delivery be held over or retarded on these grounds.

Monday next the 10th instant having been declared a General Holiday the General Post Office will be open from 8 to 9 a.m. There will be a collection from the Pillar Boxes as on Sunday and a delivery of Ordinary Correspondence.

The money order office will be entirely closed.

MAILS CLOSE TO-DAY.

Bangkok—Per SELUN, 8th Nov., 3 p.m.
Amoy—Per HONGBEE, 8th Nov., 3 p.m.

Shanghai and North China (Europe via Siberia)—Per YINGCHOW, 8th inst., 5 p.m.

Swatow and Shanghai—Per KWONG-SANG, 8th Nov., 5 p.m.

Japan via Moji—Per RIOJUN MARU, 8th inst., 5 p.m.

Newchwang and Dairen—Per EIGER, 8th inst., 5 p.m.

TO-MORROW.

Straits and India via Calcutta—Per A. APCAR, 9th Nov., 9 a.m.

Swatow, Amoy & Formosa via Taiwan—Per DAIGI MARU, 9th inst., 9 a.m.

Swatow—Per HAIMUN, 9th inst., 9 a.m.

MONDAY, 10th Nov.

Japan via Kobe—Per ATAKA MARU, 10th inst., 9 a.m.

Philippine Islands, Australia, New Zealand via Thursday Islands—Per ALDENHAM, 10th inst., 9 a.m.

TUESDAY, 11th Nov.

Swatow, Amoy, and Foochow—Per HAIYANG, 11th Nov., 10 a.m.

Angkor—Per WIGAND, 11th Nov., 10 a.m.

Shanghai & North China, Japan, via Nagasaki, Honolulu, Canton, United States, Australia and South America via San Francisco—Per TENYO MARU, 11th inst., 11 a.m.

Philippine Islands—Per TAMING, 11th inst., 3 p.m.

Swatow, Amoy and Formosa via Amoy and Takao—Per BOSHI MARU, 11th inst., 5 p.m.

WEDNESDAY, 12th Nov.

Hai Phong, Pakhoi & Saigon—Per KAL-FONG, 12th inst., 9 a.m.

Swatow—Per HAIMUN, 12th inst., 10 a.m.

THURSDAY, 13th November.

Shanghai and North China—Per AN-HUI, 13th Nov., 3 p.m.

Philippine Islands—Per RUBI, 13th inst., 3 p.m.

Shanghai and North China—Per HANSANG, 13th Nov., 5 p.m.

FRIDAY, 14th Nov.

Swatow, Amoy and Foochow—Per HAITAN, 14th Nov., 10 a.m.

Wei-hai-wei and Tientsin—Per HUI-CHOW, 14th inst., 11 a.m.

Japan via Kobe—Per ARIAKE MARU, 14th inst., 11 a.m.

SATURDAY, 15th Nov.

Straits and Sourabaya—Per FAU-SANG, 15th Nov., 1 p.m.

Philippine Islands—Per YEUNSWANG, 15th Nov., 1 p.m.

Shanghai, North China, and Tientsin (Europe via Siberia)—Per LIANGCHOW, 15th inst., 5 p.m.

Shanghai and North China—Per WING-SANG, 15th Nov., 5 p.m.

MONDAY, 17th Nov.

Chinwangtao—Per HOPBANG, 17th inst., 9 p.m.

Shanghai North China and Japan via Kobe—Per FOOKSANG, 17th Nov., 5 p.m.

TUESDAY, 18th Nov.

Shanghai and North China, Japan via Moji, Victoria, B.O. and Seattle—Per TAMBA MARU, 18th inst., 10 a.m.

Singapore, Straits, Ceylon, Adelaide, Western, Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—Per ERNEST SIMONS, 18th inst., 11.00 a.m.

Straits and Colombo—Per KASHIMA MARU, 18th inst., 3 p.m.

SHIPPING NEWS.

ARRIVED.

Kwongsang, Br. ss. 1428, W. F. Blouard, 7th inst., Canton Gen.—J. M. and Co.

Yingchow, Br. ss. 1351, Pottinger, 8th inst., Canton 7th inst., Gen.—B. and S.

Denbigh Hall, Br. ss. 3211, G. C. Laidlaw, 7th inst., Keelung 8th inst., Gen.—Bank Ltd.

Socotra, Br. ss. 3588, R. P. Stevenson, 8th inst., Antwerp 18th Sept. Gen.—P. & O.

Fauang, Br. ss. 1416, H. B. Melhus, 8th inst., Bangkok 1st inst., Rice—J. M. & Co.

Nelus, Br. ss. 4260, Maclean, 8th inst., Shanghai 5th inst., Gen.—B. and S.

DEPARTED.

November 8

Kwongshah for Shanghai
Tientsin for Canton
Howling for Canton
Sichuan Blockers for Ball
Hatching for Foochow
Sudmark for Hamburg
Yodo Maru for Canton
Devanha for Shanghai

CLEARANCES AT THE
HARBOUR OFFICE.

November 7.

India for Bombay
Y. Looing for Bangkok
Mongolia for San Francisco
Chinkiang for Bangkok
Denbigh Hall for New York
Soshu Maru for Canton
Matilde, for Mauritius

November 8.

Kwongsang for Shanghai
Haimun, for Foochow
Sofie Rickmers for Deir Kitzue
Sela for Bangkok
Loongsang for Manila
Montague for Vancouver
Hongkong for Singapore
Hain Chang for Shanghai
Daiji Maru for Canton
Indo Maru for Bombay
Ataka Maru for Kobe
Socotra for Yokohama
A. Apcar for Calcutta
Mackintosh for Bangkok
Eiger for Newchwang

PASSENGERS ARRIVED.

Per s.s. India arrived 7th instant from Shanghai.

Ackermann, G. M. Moorhead, Mrs.
Boncher, H. M. Moorhead, Mrs.
Boucher, Mrs. and McKinley, W. B.
Miss
Chok Man, A. Matthe, Miss
Cole, Mr. and Mrs. C. Matthe, Miss
Corbett, Miss M. Matthe, Miss
Dillon, H. C. Matthe, Miss
Dods Shaw, Sir J. Matthe, Miss
Dods Shaw, Lady Matthe, Miss
Dunlop, D. J. Matthe, Miss
Fisher, W. K. Matthe, Miss
Fuchs, Sir Col H. D. Matthe, Miss
Fergus, Mrs. H. Matthe, Miss
Fleury, W. J. Matthe, Miss
Fleury, Mrs. Matthe, Miss
Fleury, Miss Matthe, Miss
Gibbins, Mrs. O. K. Matthe, Miss
Gring, G. Matthe, Miss
Gens. Miss de Matthe, Miss
Hastwood, C. H. Matthe, Miss
Hastwood, Mrs. Matthe, Miss
Jamison, Lt J. K. Matthe, Miss
Knock, W. H. Matthe, Miss
Lowe, Mr. and Mrs. Matthe, Miss
Lloyd, J. B. Matthe, Miss
Lowe, Lt H. R. Matthe, Miss
Lima, Mrs. de Matthe, Miss
Moorhead, J. M. Matthe, Miss

PASSENGERS EXPECTED.

Per s.s. Atanta Maru expected 11th instant, from London—Com and Mrs. Beckwith, Mrs. J. L. Chalmers, Miss H. Chalmers, Master O. Chalmers, Miss A. Anderson, Mrs. M. Smith, A. R. Sutherland, C. E. Haxton, Mrs. & Miss Haxton, Mrs. C. H. Lammer, F. Smith, C. Hamilton, B. O. Bird, Mr. and Mrs. Lee Jones, E. A. Rom, Miss E. Harrison, C. H. Butler Mr. & Mrs. Van der Stegen, Mrs. O. H. Butler, Miss Butler, Mrs. S. James, Miss E. Eastwood, Miss K. Davis, C. Parsons, B. Hudson, M. F. Sanderson, Mr. and Mrs. W. B. Graham, Miss M. Graham, Mrs. Croxley, R. H. Aguilar, and Mrs. K. Hayashi.

TIDE TABLE.

3rd Nov., to 9th Nov. 1913.

U. S. T. D.	High Water	Low Water
3rd Nov.	4th Nov.	5th Nov.
11.00	11.00	11.00
12.00	12.00	12.00
13.00	13.00	13.00
14.00	14.00	14.00
15.00	15.00	15.00
16.00	16.00	16.00
17.00	17.00	17.00
18.00	18.00	18.00
19.00	19.00	19.00
20.00	20.00	20.00
21.00	21.00	21.00
22.00	22.00	22.00
23.00	23.00	23.00
24.00	24.00	24.00

in morning & afternoon.

WEATHER REPORT.

On the 7th at 11.15.—The northern depression is now centred over Hokkaido. An anticyclone has formed over China.

Pressure is nearly stationary along the east coast of China, over the Philippines, and over Annam.

The monsoon will set in again along the east coast of China, and remain moderate over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	E. winds, moderate, fine, cooler.
2 Formosa Channel	N.E. winds, strong.
3 South coast of China between H.K. and Lamooka	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.
8th November, a.m.

Station.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Direction.	Force.	Weather.
Weston	7a	29.94	36	sw	1	b		
Namuro	6a	29.61	sw	7				
Hakodate	..	29.69	w	2	ss			
Tokio	..	29.05	sw	1	ss			
Kobe	..	29.89	sw	1	ss			
Nagasaki	..	29.25	nsw	2	ss			
Kyushu	..	29.58	sw	1	ss			
Osaka	..	30.05	..	0	0			
Naha	..	30.07	..	0	0			
Ishijima	..	30.07	..	0	0			
Bonin Is.	..	30.18	..	0	0			
Choshi	..	30.20	49	71	waw	2	b	
Wharvel	..	..	..	..	..	..	..	..
Hankow	..	..	..	..	..	..	..	..
Tientsin	..	..	..	..	..	..	..	..
Kiangling	..	..	..	..	..	..	..	..
Changsha	..	30.22	57	..	1	0		
Gutzlaff	..	30.17	60	..	nsw	3	0	md
Sharp P.	7a	30.11	73	..	ne	1	or	
Amoy	6a	30.04	72	85	se	1	c	
Swatow	6a	29.98	70	80	se	1	b	
Taichu	..	30.04	..	..	..	..	..	..
Taipei	..	30.10	..	..	..	..	..	..
Tainan	..	30.09	..	..	..	..	..	..
Kashan	..	30.07	..	..	..	..	..	..
Peking	..	30.08	..	..	..	..	..	..
Canton	6a	30.05	70	95	0	b		
H'kong	6a	30.06	74	84	0	b		
Gap Rock	..	30.04	..	..	..	..	..	..
Macao	..	30.04	72	..	n	1	of	
Wuchow	9a	..	..	..	..	..	..	..
Fakhoi	..	..	..	..	..	..	..	..
Schow	..	..	..	..	..	..	..	..
Shulin	..	30.03	72	..	..	..	..	..
Tourane	..	30.00	73	..	..	..	..	..
C. St. J.	..	29.95	73	..	..	..	..	..
Aparr	..	30.01	74	..	..	..	..	..
Manila	..	29.94	71	..	..	..	..	..
Laguna	..	29.97	81	..	..	..	..	..
Batavia	9a	29.99	82	..	..	..	..	..
Barcelo	..	29.94	85	..	..	..	..	..
Cebu	..	29.96	81	..	..	..	..	..
Labuan	..	29.96	81	..	..	..	..	..

T. F. Claxton, Director.

Hongkong, Observatory, Nov. 8.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation. The Humidity of air saturated with moisture being 100.

4 Direction of Wind, in two points.

5 Force of Wind, according to Beaufort Scale.

6 Rain in inches, tenths and hundredths.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

7 Rain in inches, tenths and hundredths.

8 Rain in inches, tenths and hundredths.

9 Rain in inches, tenths and hundredths.

10 Rain in inches, tenths and hundredths.

11 Rain in inches, tenths and hundredths.

12 Rain in inches, tenths and hundredths.

13 Rain in inches, tenths and hundredths.

14 Rain in inches, tenths and hundredths.

15 Rain in inches, tenths and hundredths.

16 Rain in inches, tenths and hundredths.

17 Rain in inches, tenths and hundredths.

18 Rain in inches, tenths and hundredths.

19 Rain in inches, tenths and hundredths.

20 Rain in inches, tenths and hundredths.

21 Rain in inches, tenths and hundredths.